



PUBLIC MEETING AGENDA

Transportation Commission

MEETING DATE

Tuesday November 18, 2014
7:30 a.m.

MEETING LOCATION

Hatton Hall
34 E. Seventh Street
Tempe, Arizona

MEETING AGENDA

AGENDA ITEM	PRESENTER	ACTION or INFORMATION
1. Public Appearances The Transportation Commission welcomes public comment for items listed on this agenda. There is a <i>three-minute time limit</i> per citizen.	Pam Goronkin, Commission Chair	Information
2. Approval of Meeting Minutes: The Commission will be asked to review and approve meeting minutes from the October 14, 2014 meeting.	Pam Goronkin, Commission Chair	ACTION
3. Streetcar Staff from Public Works and Valley Metro will provide an update the project including vehicle types and propulsion technologies.	Eric Iwersen, Public Works and Valley Metro Staff	Information and Possible Action
4. Transportation Master Plan Staff from Public Works and the consultant team will provide an update and request input from on the final draft the Commission on the Transportation Master Plan.	Robert Yabes, Public Works and Matthew Taunton, HDR Inc.	Information and Action
5. City Preliminary Long-Range Financial Forecast and Transit Fund Update Staff will provide an update on the city's long-range financial forecast along with an update on the transit fund.	Ken Jones. Deputy City Manager - Chief Financial Officer	Information and Possible Action

6. Transportation CIP Requests/MAG Annual Grant Process Review Staff will provide an update on the types of grants available for transportation-related projects along with a list of possible projects. Staff is seeking Commission direction on prioritizing projects to apply for grant funding.	Shelly Seyler, Public Works	ACTION
7. Department and Regional Transportation Updates Staff will provide updates and current issues being discussed at the Maricopa Association of Governments and regional transit agencies.	Public Works Staff	Information
8. Future Agenda Items Commission may request future agenda items.	Pam Goronkin, Commission Chair	Information

According to the Arizona Open Meeting Law, the Transportation Commission may only discuss matters listed on the agenda. The City of Tempe endeavors to make all public meetings accessible to persons with disabilities. With 48 hours advance notice, special assistance is available at public meetings for sight and/or hearing-impaired persons. Please call 350-2775 (voice) or 350-8400 (TDD) to request an accommodation to participate in a public meeting.



Minutes City of Tempe Transportation Commission October 14, 2014

Minutes of the Tempe Transportation Commission held on Tuesday, October 14, 2014, 7:30 a.m. at the Tempe Transportation Center, Don Cassano Community Room, 200 E 5th Street, Tempe, Arizona.

(MEMBERS) Present:

Pam Goronkin (Chair)
Jeremy Browning
Don Cassano
Aaron Golub
Nikki Gusz
Charles Huellmantel

Philip Luna
Kevin Olson
German Piedrahita
Gary Roberts
Peter Schelstraete
Cyndi Streid

(MEMBERS) Absent:

Ben Goren
Sue Lofgren
Charles Redman

City Staff Present:

Shelly Seyler, Deputy Public Works Director
Eric Iwersen, Principal Planner
Kathy Wittenburg, Administrative Assistant
Joe Clements, Trans. Financial Analyst
Amanda Nelson, Public Information Officer
Mike Nevarez, Transit Manager
Julian Dresang, City Traffic Engineer

Sue Taaffe, Public Works Supervisor
Laura Kajfez, Neighborhood Services Specialist
Marge Zylla, Government Relations Officer
David Lucas, Civil Engineer
Christine Warren, Sr. Civil Engineer
Cathy Hollow, Sr. Civil Engineer

Guests Present:

Radu Nan – Kittelson and Associates
Daniel Filippino, Valley Metro
Harvey Estrada, Valley Metro
JC Porter, ASU

Commission Chair Goronkin called the meeting to order at 7:31 a.m.

Agenda Item 1 – Public Appearances

Radu Nan with Kittelson and Associates was introduced.

Agenda Item 2 – Minutes

Commission Chair Goronkin introduced the minutes of the September 9, 2014 meeting and asked for a motion. A motion was made to approve the minutes.

Motion: Commissioner Cassano

Second: Commissioner Roberts

Decision: Approved

Agenda Item 3 – Transit Signal Priority for Light Rail and Bus Transit

Christine Warren explained the system network operational goals and the Transit Signal Priority basis to improve service quality and reduce delay for better scheduling adherence. The two main types for providing traffic signal priority (predictive priority and preemption) were explained and described for light rail and bus transit, including the pros and cons of each type of control as well as the details of the existing light rail transit signal priority. The three strategies of predictive priority, which favor the movement of light rail vehicles along the corridor were discussed and included green extension, phase rotation and actuated transit phases. Preemption, although not used in Tempe for transit signal priority, is used for emergency vehicle preemption. Staff also explained why a light rail vehicle would need to stop with the existing predictive priority system. Daniel Filippino with Valley Metro was introduced and was available to answer questions from the light rail vehicle operations perspective.

Commission, staff and Daniel Filippino discussed transit signal priorities, travel time of bus/rail verses a car, coordination for continuity, and impact on ridership.

Agenda Item 4 – Summary of Uber and Lyft 2014 Legislation

Marge Zylla provided summary information regarding the state legislation concerning services provided by companies such as Uber and Lyft by referencing excerpts from HB 2273 (original bill proposed by supporters of Uber and Lyft) and HB 2262. The city has not taken a position on either bill. The points of the two proposals were presented along with some of the concerns expressed by both sides of the issue. It was explained the bills supported by Uber and Lyft would exclude their drivers from the statutory definition of taxi and livery vehicles and create different licensing requirements for their drivers. HB 2273 termed Uber and Lyft as companies like ride-share networks, which were problematic for vanpooling type groups, and in HB 2262 the term was changed to transportation networks and transportation network systems. The legislature passed HB 2262, but it was vetoed by the Governor due to liability concerns as it related to safety, insurance, and drug testing. The topic will likely be revisited by the state legislature during the 2015 session.

Commission members and staff discussed the stances of proponent and opponent groups, trends, statewide standards, and current differences between Uber and Lyft and taxis.

Agenda Item 5 – Highline Canal Multi-use Path Project

Eric Iwersen introduced Jim Coffman of Coffman Studios. Jim provided information on the project including next steps, and the path design concept for feedback and review. The presentation included several options for features such as common design elements/ bridges, incorporating existing elements, providing landscaping within and outside of SRP's rights-of-way, creating concrete seating as well as threshold structures while incorporating neighborhood city/town connections with a unique water feature. A public input process will be conducted with the area neighborhoods during the construction document development phase which will begin in early 2015. The fiscal impact was \$65,000 in federal funding for the concept design phase and \$3.3 million allocated in federal construction grants.

Agenda Item 6 – Upstream Dam Pedestrian Bridge Over Town Lake

Eric Iwersen provided the Commission with an overview of the concept, process and approximate costs related to the proposed Pedestrian and Bicycle Bridge at the Town Lake upstream dam location. The project is identified in the draft Transportation Master Plan as a 2040 bicycle and pedestrian improvement linking to the city's non-motorized networks. The proposed bridge links the south and north sides of the lake; provides a direct link to the Indian Bend Wash path which connects into Scottsdale; and would utilize the dam piers. Funding is estimated between \$4 million and \$5 million. The project is a candidate for federal grants and can possibly compete for funding with other City Capital Improvement Programs (CIP).

Commission members discussed the importance of the project and timeline, link to the widely used existing bridge, impact to the east part of the lake and other priorities. Staff discussed the upcoming CIP process and will provide the Commissioners a list of projects at the November 18th meeting to help members prioritize projects.

A motion was made to place the Upstream Pedestrian Bridge for priority funding.

Motion: Commissioner Huellmantel

Second: Commissioner Phil Luna

Decision: Motion did not pass with 7 members voting no and 5 voting yes

Agenda Item 7 – Bicycle/Pedestrian Underpass at Rio Salado Southbank and McClintock Drive

Eric Iwersen provided the Commission with an overview of the concept, process and approximate costs related to the proposed Pedestrian and Bicycle Underpass at the Rio Salado Southbank Path and McClintock Drive.

Commission members discussed importance/impact of the underpass, funding, and the connectivity/linkage to Tempe Marketplace, Mesa, the Cubs Stadium, and Indian Bend alignment through Scottsdale. The project is identified in the Transportation Master Plan as a 2020 improvement. Staff discussed the upcoming CIP process and will provide the Commissioners a list of projects at the November 18th meeting to help members prioritize projects.

A motion was made to recommend the underpass for priority funding.

Motion: Commissioner Cassano

Second: Commissioner Huellmantel

Decision: Motion passed 12 to 0

Agenda Item 8 – Department and Regional Transportation Updates

- Invitations were sent to Commissioners for the Mary O'Connor bus shelter dedication in the Council Chambers on November 8, 2014
- The November meeting date is set for November 18 due to the Veterans Day holiday and the location will be at Hatton Hall.

Agenda Item 9 – Future Agenda Items

The following future agenda items have been previously identified by the Commission or staff:

- Streetcar (November)
- Transportation Master Plan (November)
- Bus Unification Update (November)
- City Preliminary Long-Range Financial Forecast and Transit Fund Update (November)
- Transportation CIP Requests/MAG Annual Grant Process Review (November)
- North South Railroad Spur Multi-use Path Update (December)
- TIM Market Research Results (December)
- 8th Street Streetscape Project (December)
- Proposed Short-Term Improvements for I-10/I-17 (December)
- Council Chair and Vice Chair Elections (January)
- Streetcar (January)
- BikeShare (January)
- Orbit Saturn (January)
- 2015/16 Media Buy (January)
- Bike Hero (February)
- City Budget Long-Range Forecast Update (Operating) & CIP follow-up (March)
- CIP Discussion (April)
- Orbit Saturn (April)
- Bus Unification (May)
- MAG Pedestrian Design Assistance Grants (May)
- City Tentative Fiscal Year 2015-16 Operating Budget (June)
- MAG Congestion Mitigation and Air Quality Program (CMAQ ITS) (June)
- Orbit Saturn & Larger Orbit buses (October)

The Commission's next meeting is scheduled for November 18, 2014.

The meeting was adjourned at 8:49 a.m.

Prepared by: Kathy Wittenburg/Yvette Mesquita

Reviewed by: Sue Taaffe

MEMO



To: Tempe Transportation Commission

From: Wulf Grote, Director of Planning & Development, Valley Metro
Eric Iwersen, Principal Planner, City of Tempe

Date: November 18, 2014

Re: Tempe Streetcar

This memorandum provides a summary of the content to be shared with the Commission at the November 18 Transportation Commission meeting. Valley Metro and Tempe staff will provide additional information on the following items:

- **Small Starts Grant Application Update** – Valley Metro and Tempe staff are anticipating a September 2015 Small Starts Grant Application submittal to the Federal Transit Administration (FTA). Readiness items for this submittal include:
 - Project justification rating templates
 - Regional programming
 - Environmental review
 - Conceptual engineering
 - Agreements
 - FTA plans and programmatic documents
- **Project Definition: Stop Locations** – Valley Metro and Tempe staff will discuss the proposed streetcar stop locations. Stop locations were selected based on access to desired community destinations, locations of residential populations, and economic development potential.
- **Vehicles and Propulsion Systems** – Elimination of overhead electrical wires along Mill Avenue from University Drive to Rio Salado Parkway is recognized as a Tempe desire. Therefore, Valley Metro has conducted a “State of the Industry” review of streetcar vehicles and propulsion systems, and will discuss the findings of this review. Specifically, this review assessed the capabilities of on- and off-wire vehicle propulsion capabilities. Key findings include:
 - There are no streetcar systems in the United States currently operating off-wire technology.
 - All vehicle manufacturers claim off-wire technology is possible. Most vehicle manufacturers are moving toward larger vehicles
 - Off-wire vehicles are anticipated to cost 10-20% above typical vehicle cost of approximately \$5 million, and operating costs would also be higher.
- **Project Funding** – As a result of increasing the project length and modifying the alignment, streetcar capital cost have increased. Valley Metro is working with Tempe staff to seek funding opportunities for the additional cost along with cost saving measures for the project.
- **Public Involvement** – A public open house and Environmental Assessment scoping meeting (required by the FTA) is scheduled for December 1, 2014 at the Tempe Transportation Center. Additionally, Valley Metro and Tempe staff will present to the Tempe Transportation Commission, the Downtown Tempe Community Board, and other stakeholders as needed before January 2015.



Tempe Streetcar Project Update

November 18, 2014

Transportation Commission



Presentation Overview

- Small Starts Grant Application
- Proposed Stop Locations
- Vehicles and Propulsion Systems
- Project Funding
- Next Steps



Small Starts Grant Application

- Grant application September 2015 anticipated
 - Next opportunity: September 2016
- Preliminary Small Starts Project Justification Rating
 - November 2014 submittal

Tempe Streetcar Project

Proposed Stop Locations



Vehicle Propulsion

- Propulsion Options on Mill Avenue
(University Drive to Rio Salado Parkway)
 1. On-Board Energy Storage (OBES)
 - Battery Packs
 - Supercapacitors
 2. Overhead Contact System (OCS)
 - Span wire
 - Cantilever
- Propulsion for all other areas
 1. Overhead Contact System (OCS)

On-Board Energy Storage (OBES)

Kinkisharyo Prototype



Overhead Contact System (OCS)

Cantilever Arms – Seattle Streetcar



Overhead Contact System (OCS)

Span Wire – Portland Streetcar



Note: May cost more than cantilever arms

Typical Two-Wire Catenary System with Cantilever Arms



On-Board Energy Storage (OBES)

- Off-wire technology possible, but unproven
 - Being explored in Detroit, Dallas, Ft. Lauderdale, Seattle, and Washington, D.C.
- OBES may require longer vehicles
 - Most vehicle manufacturers moving toward larger vehicles
 - Space necessary for battery pack units
- Capital and operating costs higher
 - Vehicle costs additional 10-20%
 - New inventory for regional fleet
 - O&M facility upgrades
 - Battery replacement after 7 years (+/-)
 - \$500,000 per vehicle



Comparison: OBES and OCS

Propulsion System	Pros	Cons
On-Board Energy Storage (OBES)	No overhead wires on Mill Avenue	Not a proven technology in U.S.
	Reduced infrastructure cost (OCS)	Higher capital and operating costs
		Sufficient power capacity given local conditions?
		Battery life unknown
		Requires significant space for batteries
		Charging stations may be required
Overhead Contact System (OCS)	Proven technology	Overhead wires on Mill Avenue
	Flexibility in vehicle choice	Additional infrastructure cost (OCS)

Streetcar Vehicle Size

Vehicle	General Length	Where Used	System
Short	65 - 70 Feet	Portland, Seattle, Tucson, Washington, D.C.	Streetcar
Medium	75 - 80 Feet	Atlanta, Cincinnati	Streetcar
Long	90 - 105 Feet	Salt Lake City, Phoenix, Toronto	Light Rail And Streetcar

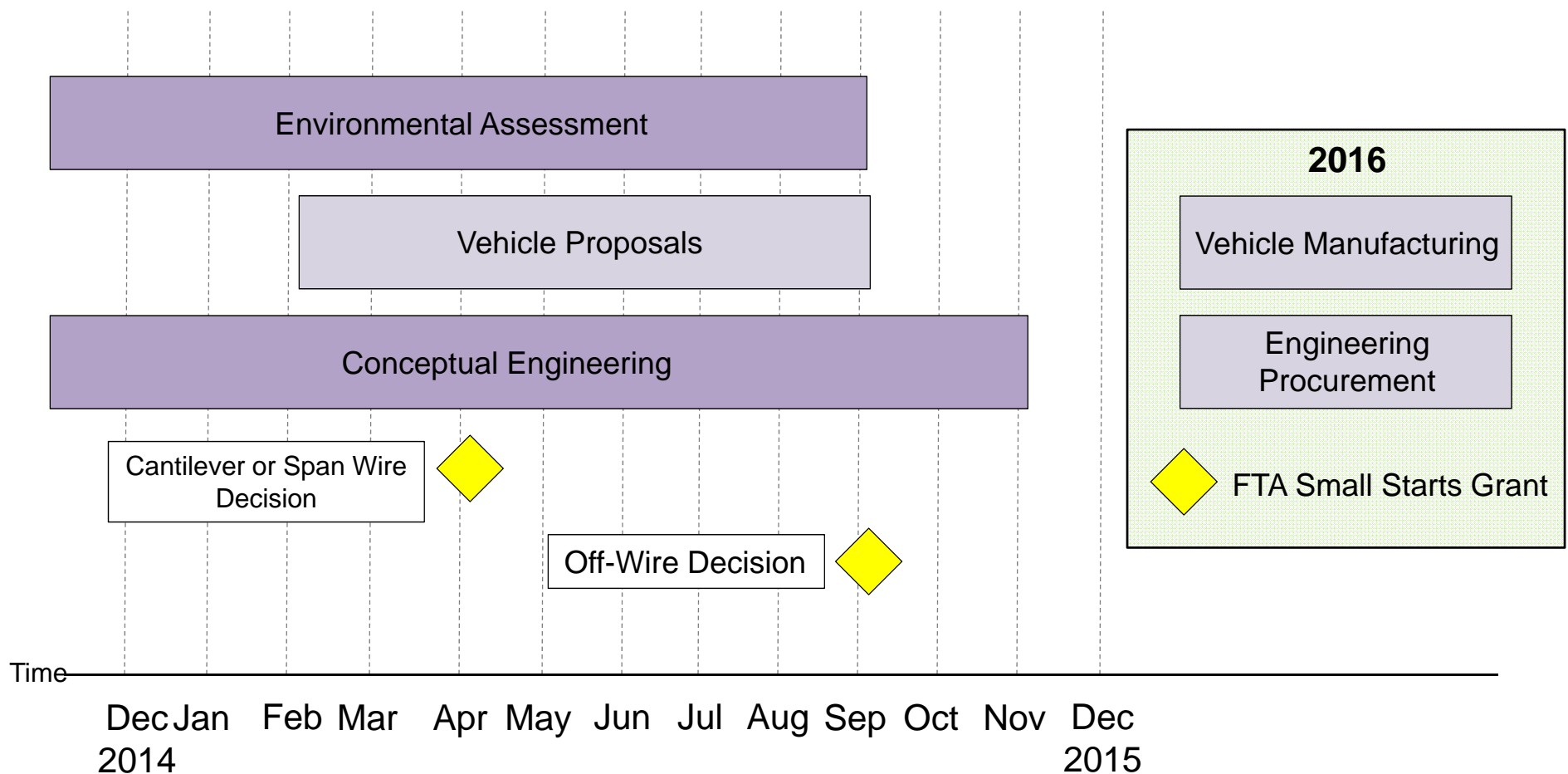
- Tempe streetcar will operate as a single car unit
- Most manufacturers are moving toward larger vehicles

Light Rail Vehicle Option

- If current Valley Metro rail vehicle is used:

Pros	Cons
Regional fleet & operational compatibility/flexibility	Affects stop design and sidewalk space
Added passenger capacity	Affects turn radius
Reduces spare fleet and parts	Aesthetics/public perception
Saves cost	

Opportunity for Combined LRT Vehicle Procurement



Funding



Source	Current Project Estimate	Secured Funding	Anticipated Additional Funding
Small Starts	\$75 M	\$0	\$75 M
CMAQ	\$32 M	\$32 M	\$0
Regional/ Local	\$83 M	\$47 M	\$36 M
TOTAL	\$190 M	\$79 M	\$111 M

- Current estimate of \$190M assumes using streetcar vehicles and does not include OBES
- Tempe commitment: annual operating costs of \$3.1M to \$4M



Next Steps

- Dec. 1, 2014 Public Meeting
 - Route alignment
 - Stop locations
 - Vehicle propulsion and size
 - Environmental assessment scoping
- Jan. 2015: Receive City Council direction on stop locations and street configuration
- Jan. 2015: VM Board considers new alignment and funding
- Feb. 2015: MAG Regional Council considers RTP and TIP changes
- Spring 2015: City Council update
- Aug. 2015: Environmental finding
- Sept. 2015: Submit Small Starts Grant Application to FTA

CITY OF TEMPE

Transportation Commission



STAFF REPORT

AGENDA ITEM 4

DATE

November 18, 2014

SUBJECT

Transportation Master Plan (TMP)

PURPOSE

The purpose of this memo is to present to the Commission the final Transportation Master Plan, which will be presented to the Tempe City Council on Dec. 4, 2014.

BACKGROUND

In 2003, a Comprehensive Transportation Plan was adopted by the City Council. The plan was updated in 2008 to create stronger integration of land use and transportation plans to implement transit oriented development strategies in support of the opening of light rail. The City of Tempe's Comprehensive Transportation Plan has been updated and re-named the Transportation Master Plan.

The purpose of the TMP is to guide the further development of a citywide, multi-modal transportation system integrated with the city's land use plans. The intentions of the multi-modal transportation elements within the plan are to:

- Coordinate local and regional land use and transportation decisions;
- Create a more balanced, multi-modal transportation system to reduce reliance on the automobile;
- Preserve neighborhood character while enhancing quality of life;
- Enhance streets to maximize safe and efficient use by all users such as pedestrians, bicyclists, transit riders, and motorists following the principles of balanced streets;
- Ensure transportation assets (equipment, improvements and programs) are adequately maintained; and
- Utilize technology to improve accessibility and mobility.

The TMP highlights the ability to move people instead of focusing solely on improving the ability to move vehicles. In order to maximize the safety and efficiency of the transportation system in Tempe, objectives and strategies encourage the use of a variety of transportation options and a reduction in single occupancy vehicle trips. Streets will serve as corridors for multiple modes of transportation and connect neighborhoods to shopping and jobs and Tempe to the region. Effective land use planning that takes advantage of a development site's proximity to public transit, and the integration of advanced transportation technology will assist in achieving the Plan's objectives.

PROJECT TIMELINE/PUBLIC INVOLVEMENT

- January to April 2014: Data Collection
- April to June 2014: TMP Development and Public Involvement

- July to October 2014: Final TMP Refinement and Public Involvement
- November 18, 2014: Transportation Commission Approval
- December 4, 2014: Presentation to the City Council
- January 8, 2015: TMP Resolution to City Council for Adoption

The city of Tempe values public input and believes that community members should be engaged early on in decisions that affect them. The purpose of the Public Involvement Program (PIP) is to create an open and transparent process to guide the Transportation Master Plan in a shared community vision. The entire PIP and the public comments received during the process are attached for reference.

Previous public meetings about the TMP were held in November/December 2012. All comments from those meetings were incorporated into the 2014 TMP public input process. In addition, all transportation-related comments from the Character Area public meetings were also included in development of the TMP.

The first round of public meetings occurred in May to inform the public about the project and gather input from residents, businesses and organizations related to:

- TMP Overview;
- Existing Conditions (demographics, traffic, transit, and bicycle/pedestrian);
- Transportation Supportive Policies;
- Development of Performance Measures;
- Tempe's proposed arterial roadway corridors;
- Tempe's active transportation corridors;
 - Tempe's proposed bike corridors, i.e., bike boulevards and off-street bike network
 - Tempe's proposed pedestrian corridors
- Tempe's proposed transit priority corridors;
- Changes to Tempe's street cross-sections; and
- Potential candidates for traffic calming and/or streetscape improvement.

The second round of public meetings occurred in August and covered topics related to:

- Background report, proposed plan and project recommendations from Tempe residents, and as identified in the results of the gap analysis;
- Proposed arterial roadway, bike, pedestrian and transit priority corridors;
- Proposed street cross-sections and node improvements;
- Proposed short and long-term future street, bicycle (proposed bike corridors, i.e., bike boulevards and off-street bike network)and pedestrian networks;
- Proposed short and long-term future transit service and facilities plan;
- Resident identified neighborhood corridors, neighborhood destinations and character area circulation needs;
- Proposed areas for traffic calming and/or streetscape improvements;
- Neighborhood corridors and character area circulation needs; and
- ITS and roadway improvements.

Further information on the TMP, including public meeting presentations and materials, can be found on the TMP website: www.tempe.gov/transportationplan.

Transportation Scenarios

The TMP includes short term (2020) and long term (2040) transportation scenarios. The transportation scenarios are based on the results of a gap analysis performed using the existing conditions data. The purpose of the gap analysis is as follows:

- Analyze all modes together and identify gaps in the multi-modal transportation network
- Analyze the transportation network from the perspective of all users
- Use the results of this gap analysis to develop the transportation scenarios

The short term (2020) transportation scenarios are focused on near-term transportation improvements and optimize the existing transportation network and includes cost estimates for the projects. The long-term (2040) transportation scenarios are focused on long-term transportation improvements and serve as the build-out scenario that correlates to the 2040 General Plan.

The transportation scenarios identify project lists, which are grouped into the following transportation categories:

- Roadway
- Transit
- Bicycle/pedestrian

The TMP includes maps and tables that identify the projects for the short term (2020) and long term (2040) transportation scenarios.

FISCAL IMPACT

The cost to update the study was \$106,544.71, which includes HDR's consultant fees for refining the scope of work, budget, schedule, and project deliverables of the plan, and establishing a schedule for regular project communication. This project is funded with Transit Funds.

RECOMMENDATION

This item is for information and input.

CONTACT

Robert Yabes
Principal Planner
480-350-2734
robert_yabes@tempe.gov

ATTACHMENTS

1. PowerPoint Presentation
2. Transportation Master Plan
3. Public Involvement Plan
4. Public Comments



TEMPE TRANSPORTATION MASTER PLAN (TMP)

Transportation Commission
November 18, 2014



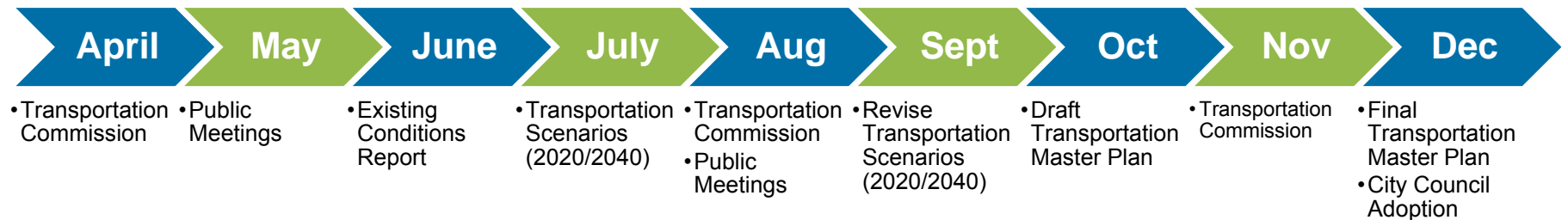
GENERAL PLAN 2040 CIRCULATION CHAPTER

- Implement complete **multi-modal streets** as a model for street design.
- Using **pedestrian and bikeways to connect** open space, neighborhoods, schools, cultural and mixed-use hub areas.
- **Expand light rail, bus, streetcar** and future transportation options to support transit-oriented development as one of the backbones of inter-hub connectivity.
- Ensure streets are **comfortable and safe to walk or ride** and attain more options for high capacity.



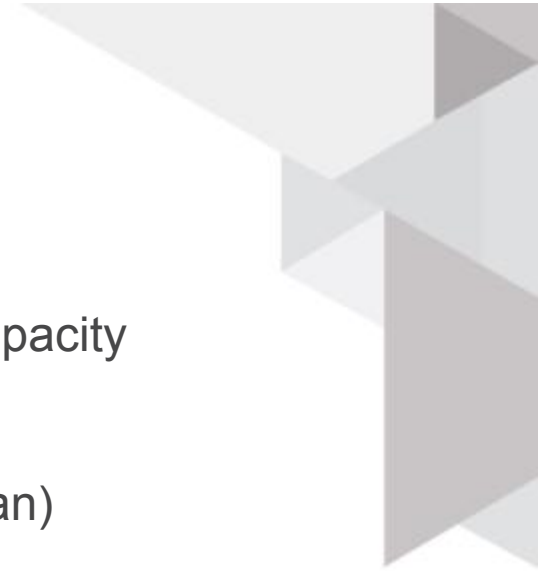
PUBLIC INVOLVEMENT

- Implemented a comprehensive Public Involvement Plan
- Opportunities to engage included social media, website, Tempe Today, newspapers
- Over 300 comments received at meetings, online and at Character Areas 7 & 8 public meetings
- City Boards and Commissions: Transportation Commission, Neighborhood Advisory Commission, Development Review Commission, Mayor's Commission on Disability Concerns.
- Civic Associations: Tempe Chamber of Commerce, Tempe Tourism Board, ASU, Tempe and Kyrene School Districts, TBAG, Valley Metro.

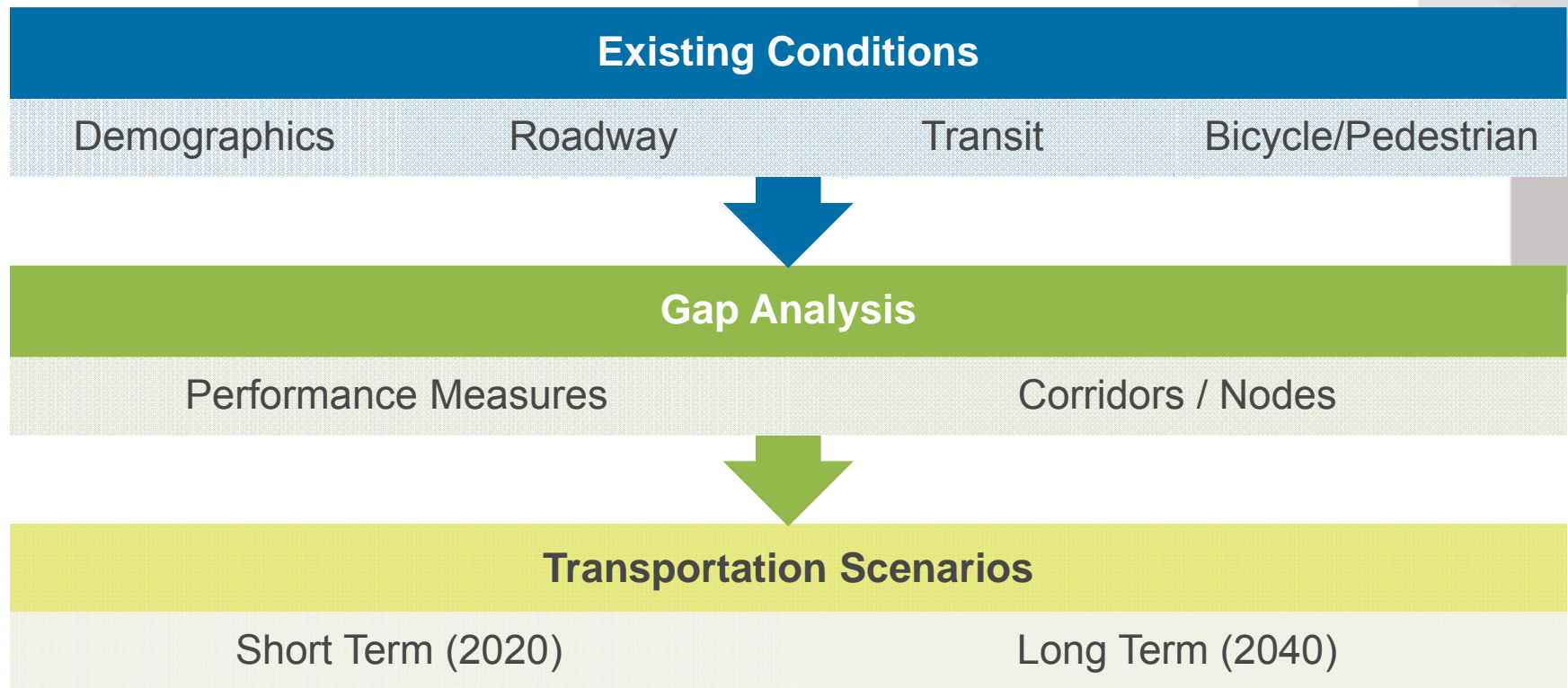


TRANSPORTATION MASTER PLAN OVERVIEW

- ▶ The TMP focuses on the following:
 - Transportation linkages that emphasize mobility over capacity
 - Connections between activity centers
 - Priority corridors (roadway, transit, and bicycle/pedestrian)
 - Multi-modal connections and transportation nodes
 - Neighborhood Vitality/Support Character Areas
 - Optimization of existing transportation network
 - Recommendations grouped by corridors



PROCESS



TRANSPORTATION SCENARIOS

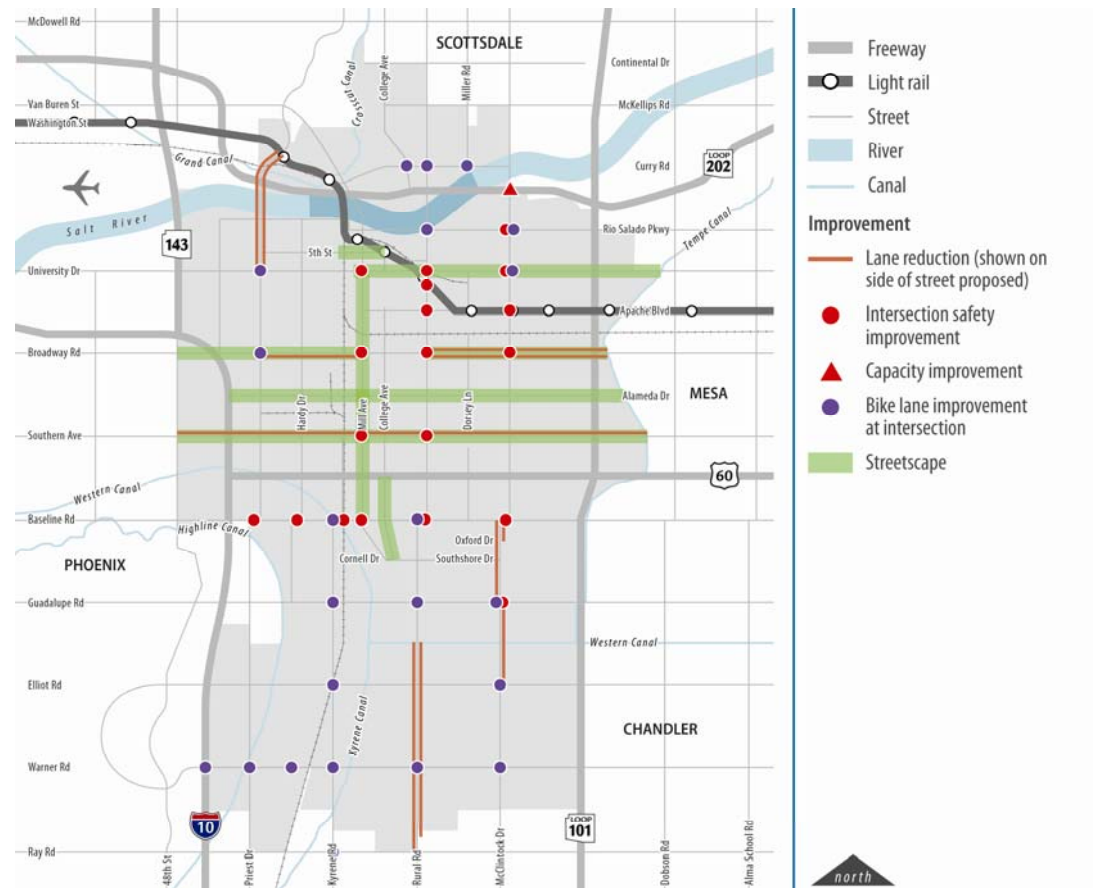
Short Term (2020)	Long Term (2040)
Focuses on near term transportation improvements	Focuses on long term transportation improvements
Optimizes existing transportation network	Correlates to 2040 General Plan
Builds upon existing, planned, and programmed projects	Serves as build-out scenario
Identifies project list	Identifies project list
Includes cost estimates	Does not include cost estimates

PROPOSED MODAL IMPROVEMENTS

Roadway	Transit	Bicycle and Pedestrian
Modifications to roadway and intersections	High capacity transit	Bike lanes
Capacity increases	Local and express bus service	Buffered or protected bike lanes
Lane reductions	Circulators	Bicycle/pedestrian crossings
Safety improvements	Transit facilities	Mutli-use paths
Streetscapes	Streetscapes	Streetscapes
		Bicycle Boulevards

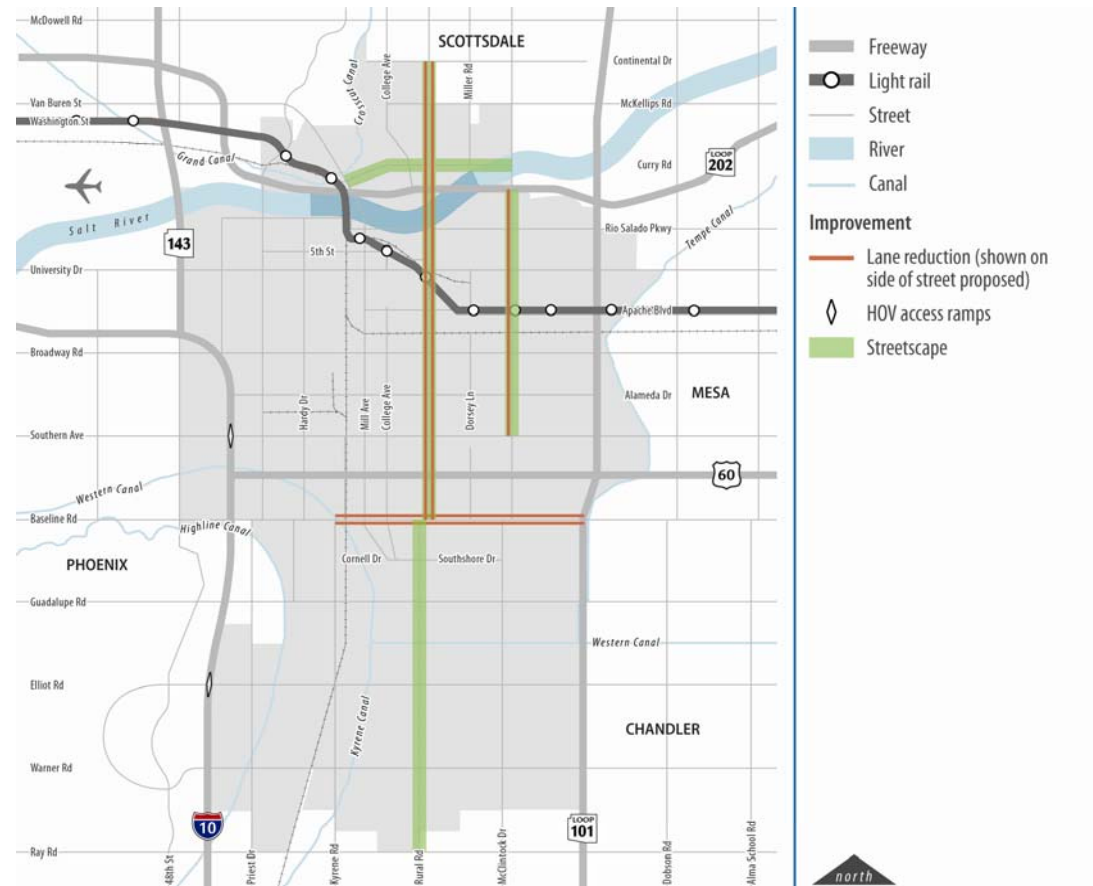
ROADWAY (2020)

- Lane reductions on segments of Priest, Broadway, Southern and McClintock
- Streetscape improvements on segments of University, Broadway, Alameda, Southern and Mill
- Intersection safety improvements at high crash locations
- Completion of bike lane gaps at intersections



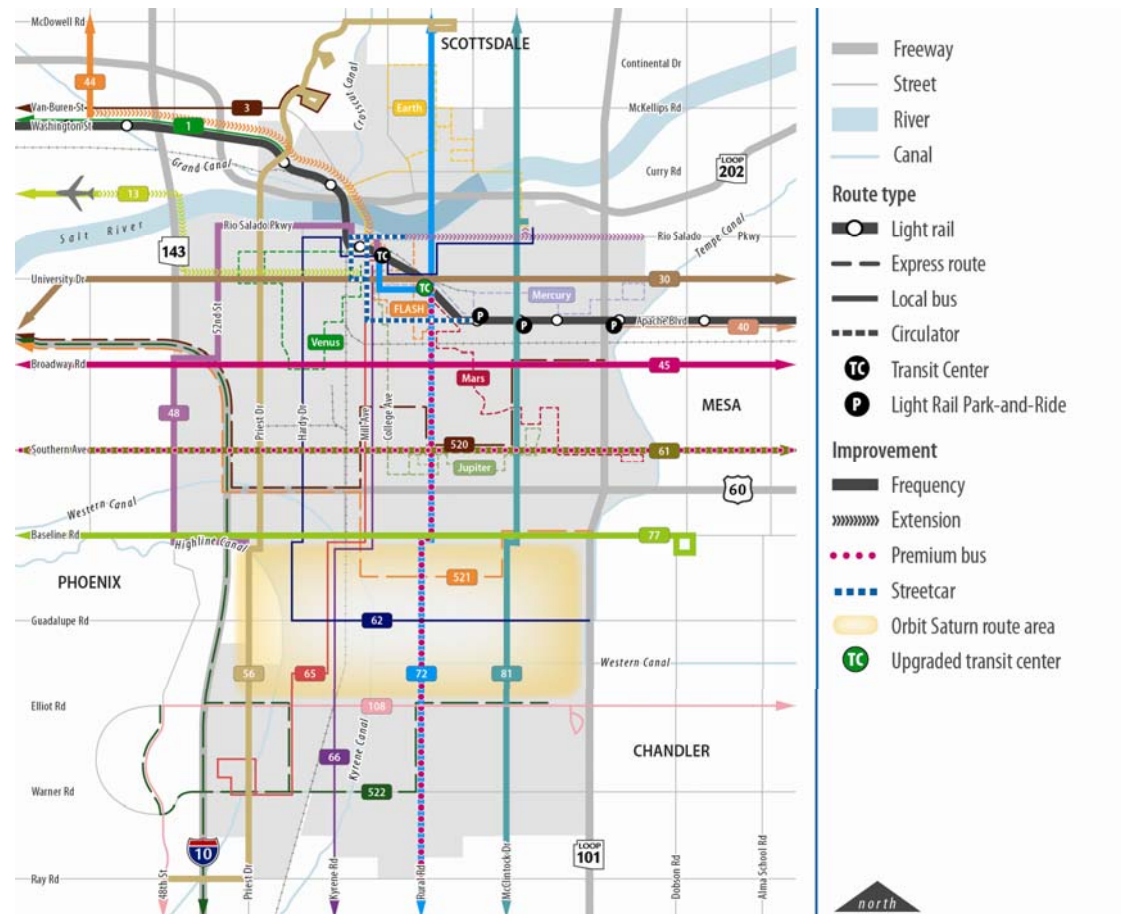
ROADWAY (2040)

- Lane reductions on segments of Baseline and Rural
- Streetscape improvements on segments of Rural, McClintock, and Curry
- I-10 HOV direct access connections



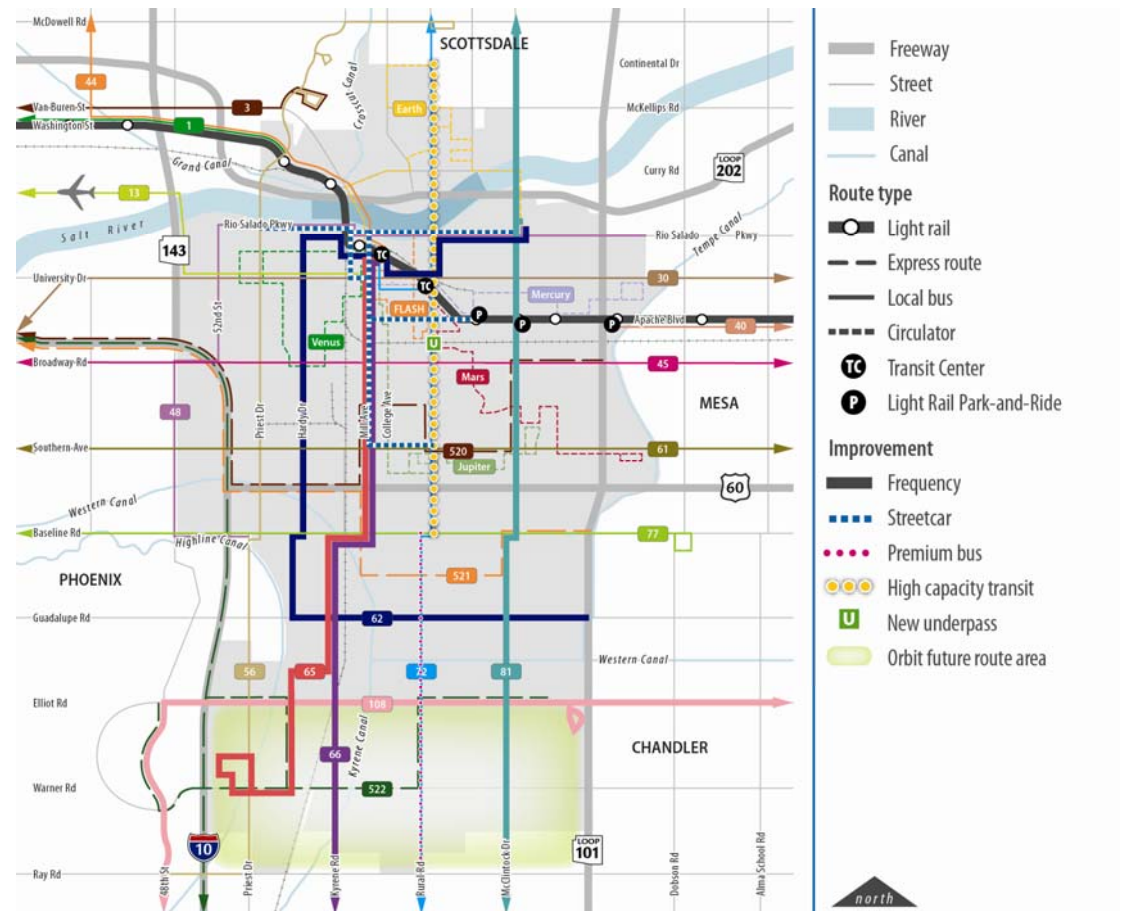
TRANSIT (2020)

- Premium bus service on Rural and Southern
- Tempe Streetcar starter line
- Weekday bus service increases on Routes 45, 48, 56, 61, 72 and 77
- Orbit Saturn in south Tempe
- Improvements to Rural/University Transit Center



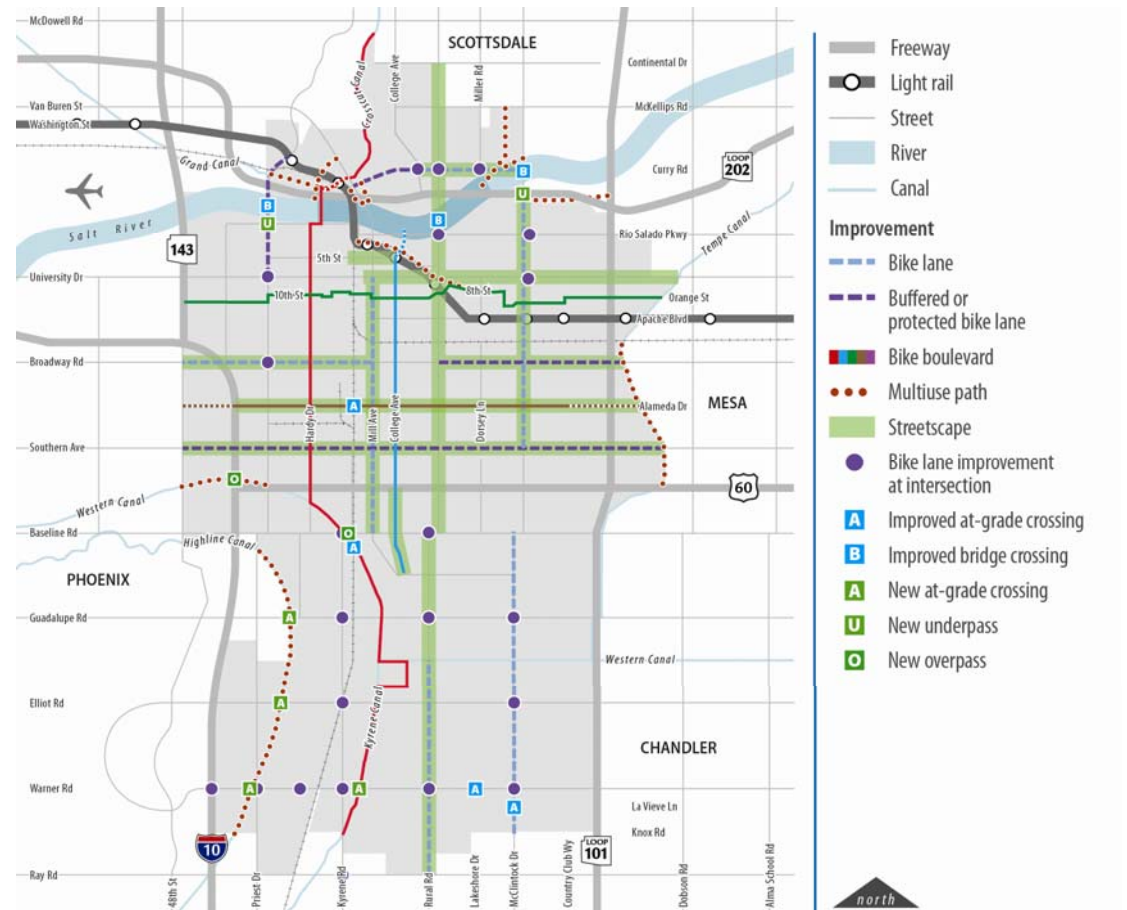
TRANSIT (2040)

- High capacity transit on Rural between Scottsdale border and Baseline
- Tempe Streetcar system
- Second Orbit circulator in south Tempe
- All bus routes meet Tempe and/or Valley Metro service standards
- Future transit facility in south Tempe



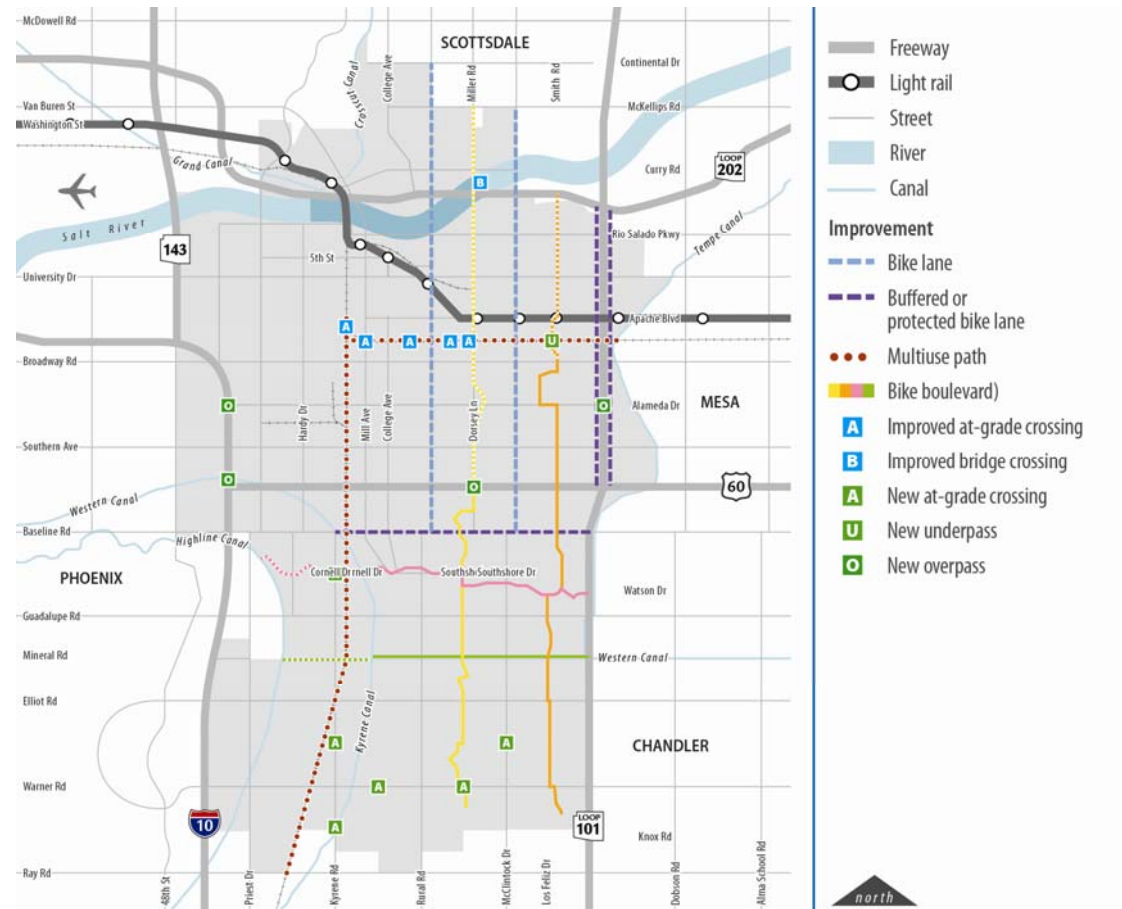
BICYCLE/PEDESTRIAN (2020)

- Bike lanes on segments of McClintock and Mill
- Buffered or protected bike lanes on segments of Curry, Broadway, Southern and Priest
- 5 bicycle boulevards
- Crossings (at-grade and grade separated)
- Completion of bike lane gaps at intersections
- Multiuse paths on canals, adjacent to railroads and along Rio Salado



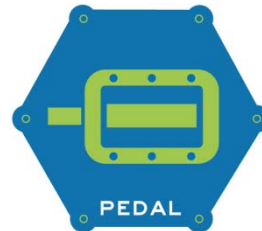
BICYCLE/PEDESTRIAN (2040)

- Bike lanes on segments of Rural and McClintock
- Buffered or protected bike lanes on segments of Baseline and Price
- Crossings (at-grade and grade separated)
- Completion of multiuse path system



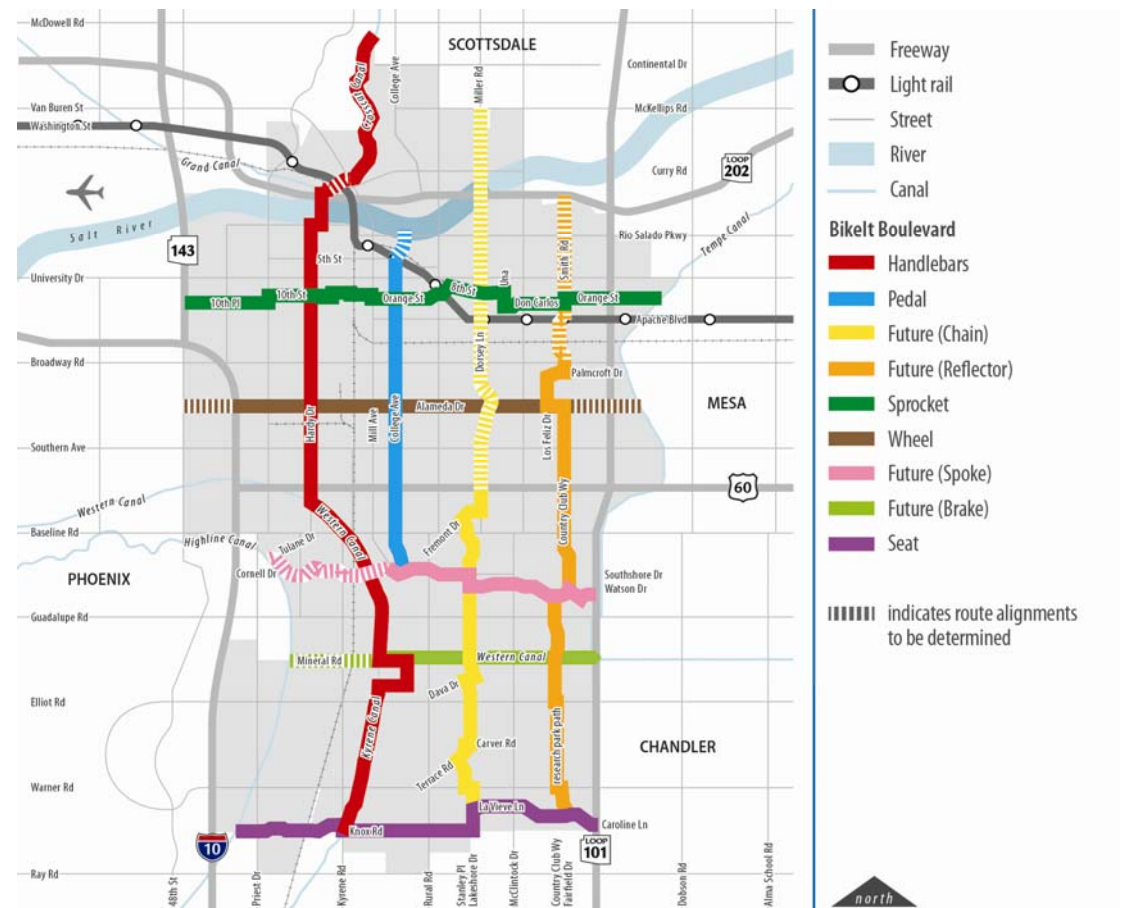
BIKEiT (Bike in Tempe)

- ▶ BIKEiT is the brand for bicycle boulevards in Tempe
 - Part of the Tempe in Motion program (similar to Orbit)
 - Each BIKEiT bicycle boulevard corridor is identified by a different bicycle part



BIKEit NETWORK

- ▶ Short term network
 - 5 bicycle boulevards
 - ▶ Handlebars
 - ▶ Pedal
 - ▶ Sprocket
 - ▶ Wheel
 - ▶ Seat
- ▶ Long term network
 - 4 more bicycle boulevards
 - Coverage throughout Tempe



CONTACTS

- The entire plan can be found online at:
www.tempe.gov/transportationplan
- Consultant: HDR
- Project Manager, Robert Yabes, robert_yabes@tempe.gov





TEMPE

Transportation Master Plan

November 2014

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INTRODUCTION

The goal of the City of Tempe *Transportation Master Plan* (TMP) is to develop a multi-modal transportation plan for the City that provides short term (2020) and long term (2040) recommendations and supports the *General Plan 2040*. Goals and policies for the TMP are derived from the Circulation Element of the *General Plan 2040*, which was approved by Tempe voters in May 2014.

The TMP sets a new level of mobility for Tempe and emphasizes the following:

- Transportation linkages that emphasize mobility over capacity
- Connections between activity centers
- Priority corridors (roadway, transit, and bicycle/pedestrian)
- Multi-modal connections and transportation nodes
- Neighborhood vitality
- Optimization of existing transportation network
- Transportation recommendations grouped by corridors

General Plan 2040

The TMP was prepared in accord with the City of Tempe *General Plan 2040*, in particular the Circulation Element. The following pages summarize circulation goals and objectives and other information pertinent to the TMP.

General Plan 2040

The purpose of Tempe's Circulation Chapter is to guide the further development of a citywide multi-modal transportation system integrated with the City's land use plans. The Circulation Chapter highlights the ability to provide a more direct link between transportation and quality of life. Important themes of the Chapter include:

- ▶ enhancing connections for pedestrian, bike, and transit to produce a "20-minute city"
- ▶ creating safe and comfortable pedestrian and bike connections to schools, parks and multi-generational centers, as well as, with local-serving transit routes to hubs
- ▶ enhancing pedestrian and bike use with shaded streets and shelters as well as connecting parks, plazas and open spaces as rest stops for that 20-minute walk or bike ride

The Circulation Chapter contains five elements: Pedestrian and Bikeways, Transit, Travelways, Parking and Access Management, and Aviation. The goals and objectives for the first three elements are shown on the next page. For more information on the last two, refer to the *General Plan 2040*. The circulation system-wide goal for all travel modes is shown below.

CIRCULATION SYSTEM-WIDE GOAL

Develop an effective multi-modal transportation system integrated with sound land use planning, thereby creating safe, efficient, and accessible mobility for persons, goods, and commerce within thy City and region

Develop a functional relationship between the diverse land uses in Tempe and the transportation system that serves them

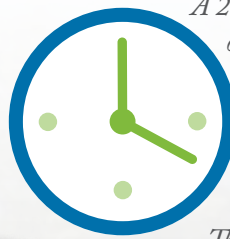
Accommodate regional travel demands with transit and other modes, as alternatives to street widening, to address capacity needs

Seeking the 20-minute city

A 20-minute city is characterized by a vibrant mix of commercial and residential establishments within a

***1-mile walking distance,
4-mile bike ride or
20-minute transit ride.***

The 20-minute city premise is at the core of planning for traditional neighborhood design, transit-oriented development, and complete streets. A few of the many benefits of the 20-minute city are reduced transportation costs, reduced greenhouse gas emissions, improved public health, and improved access to residents' daily needs.



PEDESTRIAN NETWORK GOAL

Develop safe, comfortable walking environments and pedestrian connections to encourage pedestrian travel

- Increase awareness that pedestrians are a priority in Tempe, and that pedestrian travel is an important part of the overall transportation system
- Provide convenient and safe pedestrian access to destinations to promote neighborhood sustainability
- Ensure pedestrian accessibility for all
- Increase pedestrian accessibility and enhance the pedestrian environment with engaging and interesting experiences for pedestrians

BIKEWAYS GOAL

Expand and enhance bicycle travel within the City

- Provide safe and convenient access between neighborhoods and schools, parks, shopping, transit, employment, and other destinations
- Ensure that the circulation network and facilities will accommodate all types and levels of bicyclists
- Facilitate regional bikeway planning efforts to ensure that Tempe's bikeways connect with those of neighboring communities and that Tempe's system is an integral part of the overall region-wide system
- Improve the bikeways network

TRANSIT GOAL

Coordinate and produce efficient, safe, convenient, and interconnected transit options to increase ridership

- Increase transit modes and services that support ridership increases and an expanded transit mode share
- Facilitate connections among transportation modes

Support transit that facilitates regional and interregional commute patterns

- Expand transit availability to regional and interregional systems

TRAVELWAYS GOAL

Encourage redevelopment of the street network that balances the needs for various types of travelers and more fully serves all modes of transportation safely and efficiently

- Retain existing traffic capacity while reducing reliance on the automobile
- Ensure the system integrity is conserved through maintenance and preservation
- Establish guidelines that enhance the land use and transportation connection
- Facilitate safe and efficient movement of arterial and collector streets

Encourage transportation interconnections between street, highway, and rail networks that balance and more fully serve all modes of transportation safely and efficiently

- Avoid widening highways as the only solution to traffic congestion
- Plan and encourage beneficial rail uses

Note: Refer to the *General Plan 2040* for the strategies that accompany each objective.

Public Involvement Summary

The City of Tempe values public input and believes that community members should be engaged early on in decisions that affect them. The purpose of the Public Involvement Program (PIP) is to create an open and transparent process to guide the Transportation Master Plan in a shared community vision.

Previous public meetings about the TMP were held in November/December 2012. All comments from those meetings were incorporated into the 2014 TMP public input process. In addition, all transportation-related comments from the Character Area public meetings were also included in development of the TMP.

The first round of public meetings occurred in May 2014 to inform the public about the project and gather input from residents, businesses and organizations related to:

- ▶ TMP Overview
- ▶ Existing Conditions (demographics, roadway, transit, and bicycle/pedestrian)
- ▶ Transportation Supportive Policies
- ▶ Development of Performance Measures
- ▶ Tempe's proposed arterial roadway corridors
- ▶ Tempe's active transportation corridors
- ▶ Tempe's proposed bike corridors, i.e., bike boulevards and off-street bike network
- ▶ Tempe's proposed pedestrian corridors
- ▶ Tempe's proposed transit priority corridors
- ▶ Changes to Tempe's street cross-sections
- ▶ Potential candidates for traffic calming and/or streetscape improvement

The second round of public meetings occurred in August 2014 and covered topics related to:

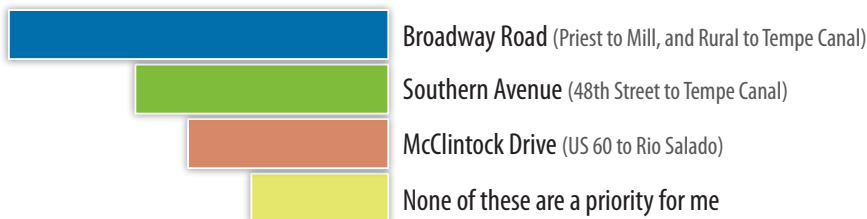
- ▶ Background report, proposed plan and project recommendations from Tempe residents, and as identified in the results of the gap analysis
- ▶ Proposed arterial roadway, bike, pedestrian and transit priority corridors
- ▶ Proposed street cross-sections and node improvements
- ▶ Proposed short and long-term future street, bicycle (proposed bike corridors, i.e., bike boulevards and off-street bike network) and pedestrian networks
- ▶ Proposed short and long-term future transit service and facilities plan
- ▶ Resident identified neighborhood corridors, neighborhood destinations and character area circulation needs
- ▶ Proposed areas for traffic calming and/or streetscape improvements
- ▶ Neighborhood corridors and character area circulation needs
- ▶ ITS and roadway improvements

There were two sets of public meetings during the planning process at which comments were solicited. The meetings were held:

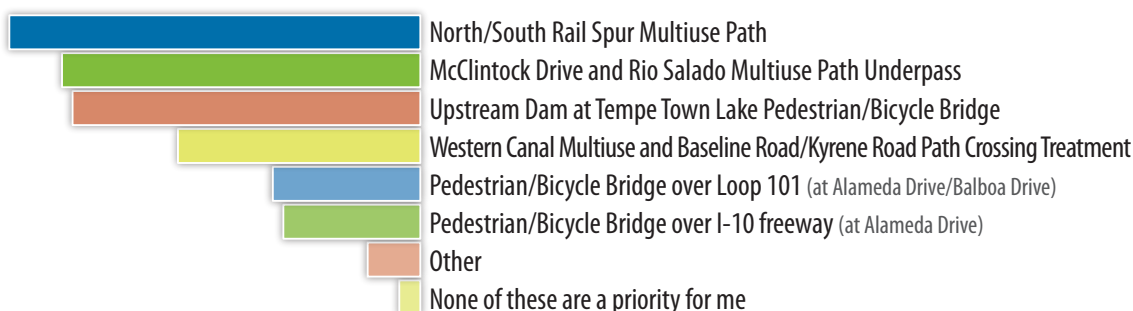
- ▶ May 29 and 31, 2014, Tempe Historical Museum and Tempe Transit Center, respectively
- ▶ August 4 and 9, 2014, Tempe Historical Museum and Tempe Transit Center, respectively

Comments were also accepted online at the city's Web page from May 29 to June 15, 2014, and August 4 to 21, 2014. Some of the comments are highlighted on the next page.

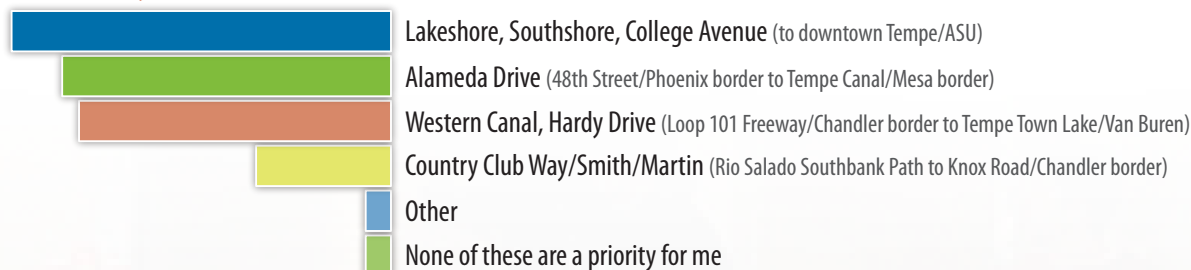
Which street should receive **bicycle improvements first**?



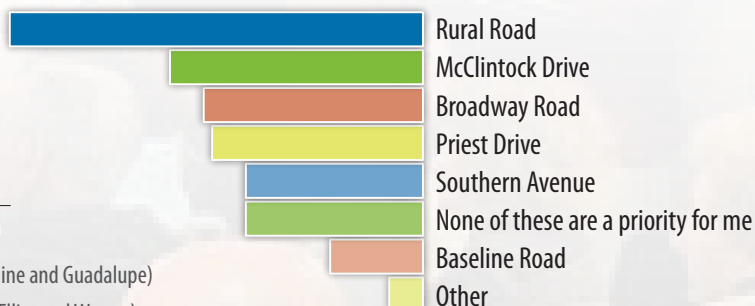
Of the following 2020 recommended projects, which are priorities for you?



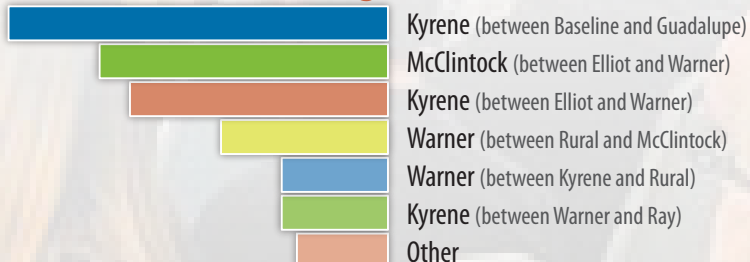
Which **bicycle boulevards** are priority?



Which **transit corridors** should have increased bus service?



Which **midblock crossings** are a priority?



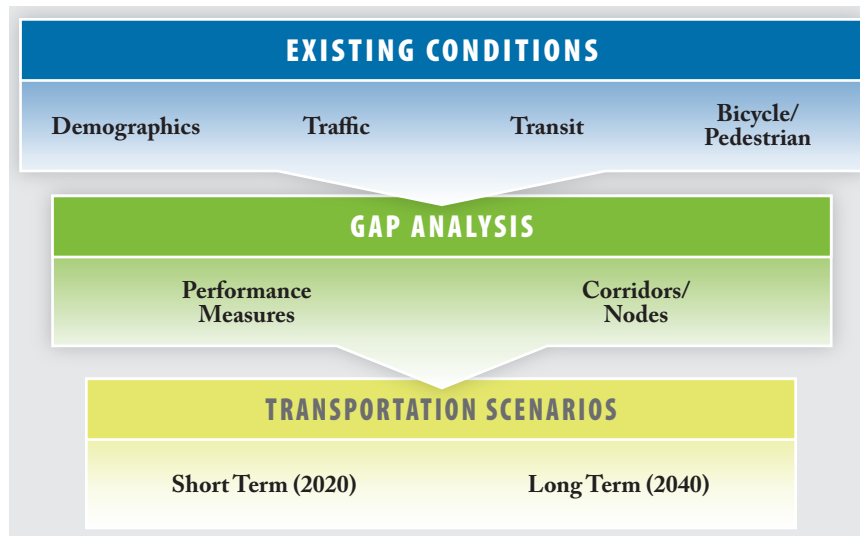
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EXISTING CONDITIONS

Documenting existing conditions was the first step in the TMP process, as shown in Figure 1. Existing conditions are separated into four categories:

- Demographics
- Roadway
- Transit
- Bicycle/Pedestrian

Figure 1: Transportation Master Plan Process



THE GOAL...

...develop a multi-modal transportation plan for the City of Tempe that provides short term (2020) and long term (2040) recommendations and supports the General Plan 2040.

Demographics

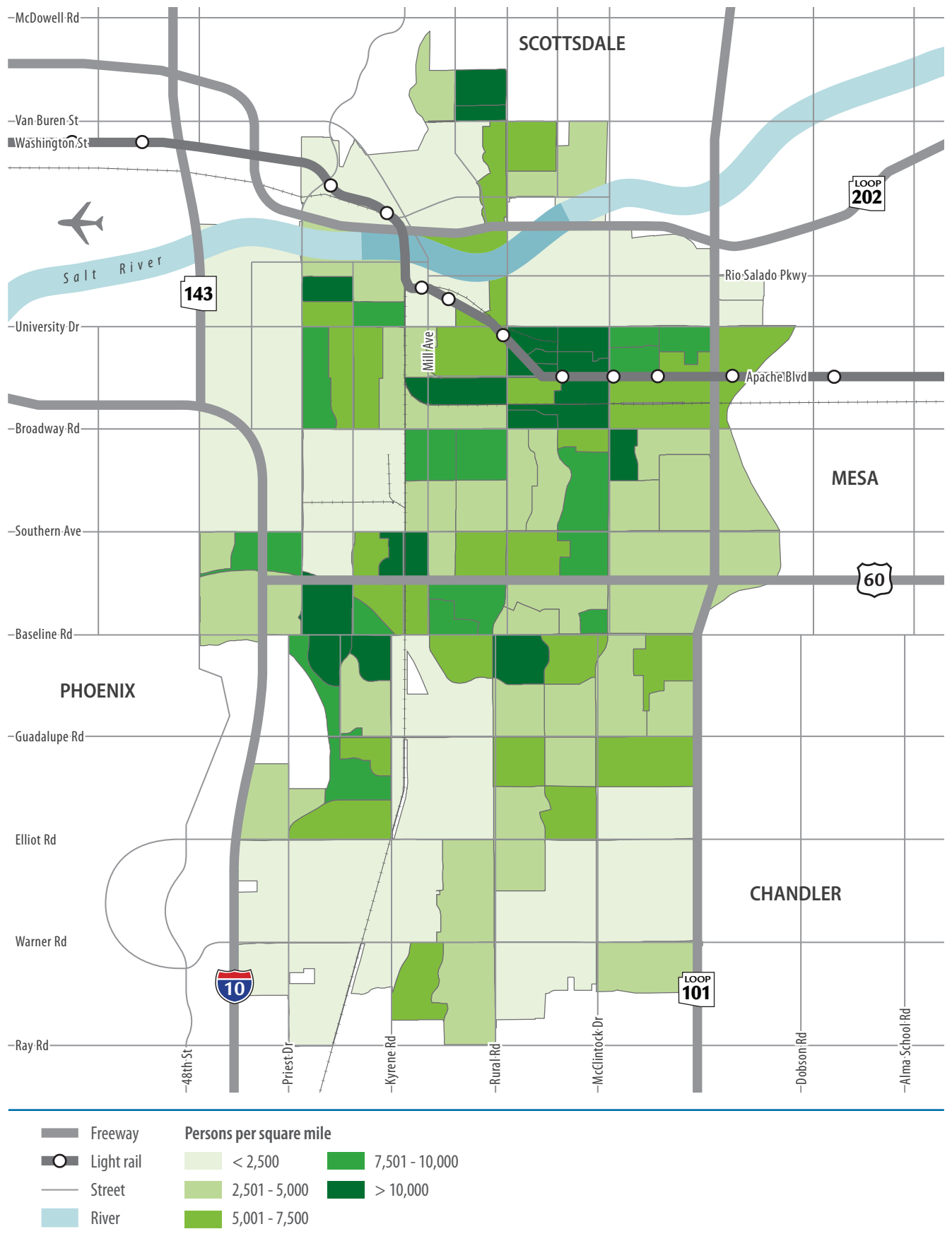
The recent demographic changes in Tempe are well documented. Tempe is landlocked and therefore it continues to transform into a more urbanized city that includes multi-modal transportation connections and defined character areas. The *General Plan 2040* identifies changes in land use and transportation that take on a more urban arrangement and preference.

Existing demographics in Tempe are documented using Census and American Community Survey data. This information is shown using density, which is a better indicator for transportation analysis.

Figures 2 through 12 show current demographic information in Tempe for the following categories:

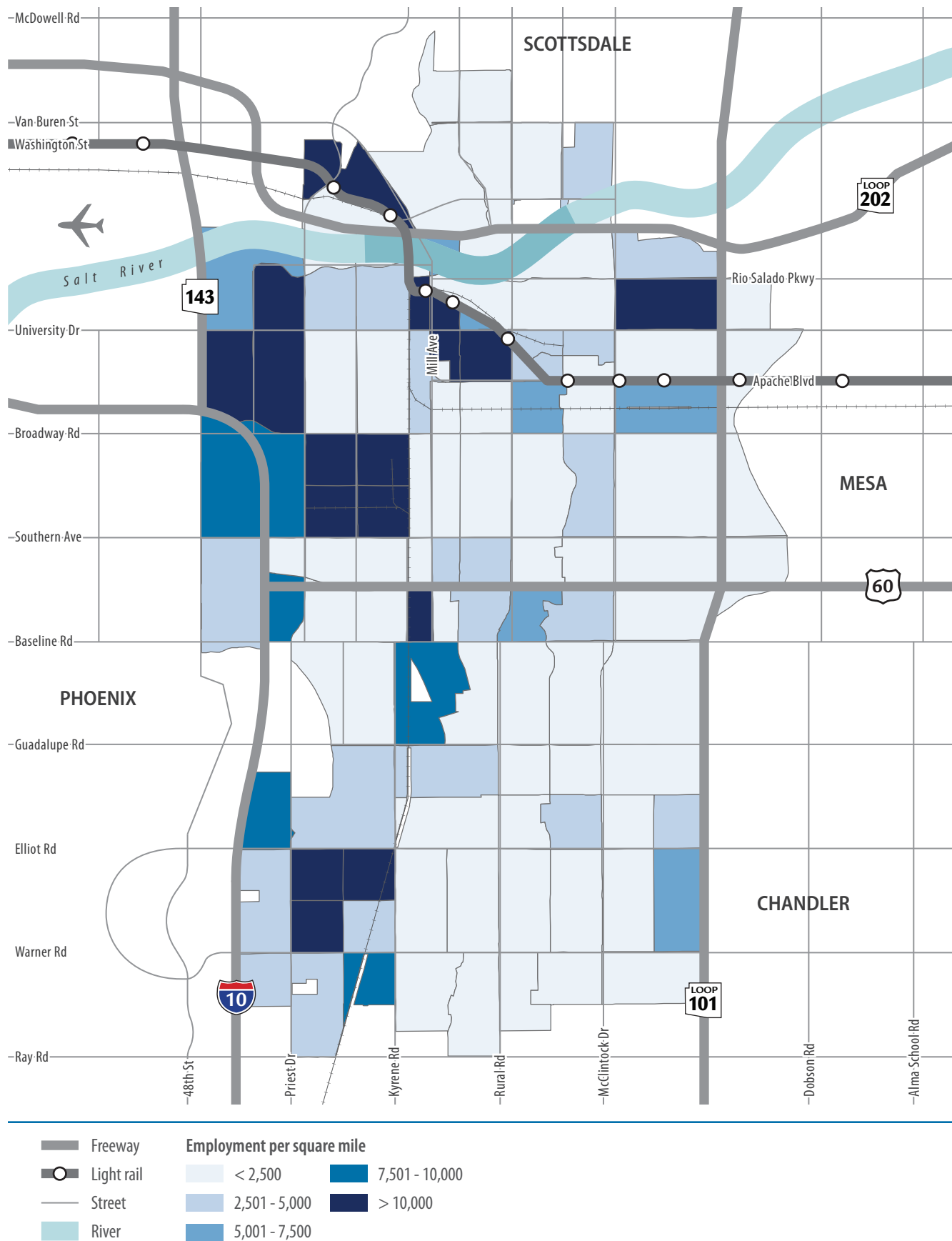
- Population Density
- Employment Density
- Minority Population Density
- Hispanic Population Density
- Housing Units
- Zero-car Household Density
- Household Density
- Low Income Household Density
- Persons with Disabilities Density
- Population Under 18 Density
- Population Over 65 Density

Figure 2: Population Density



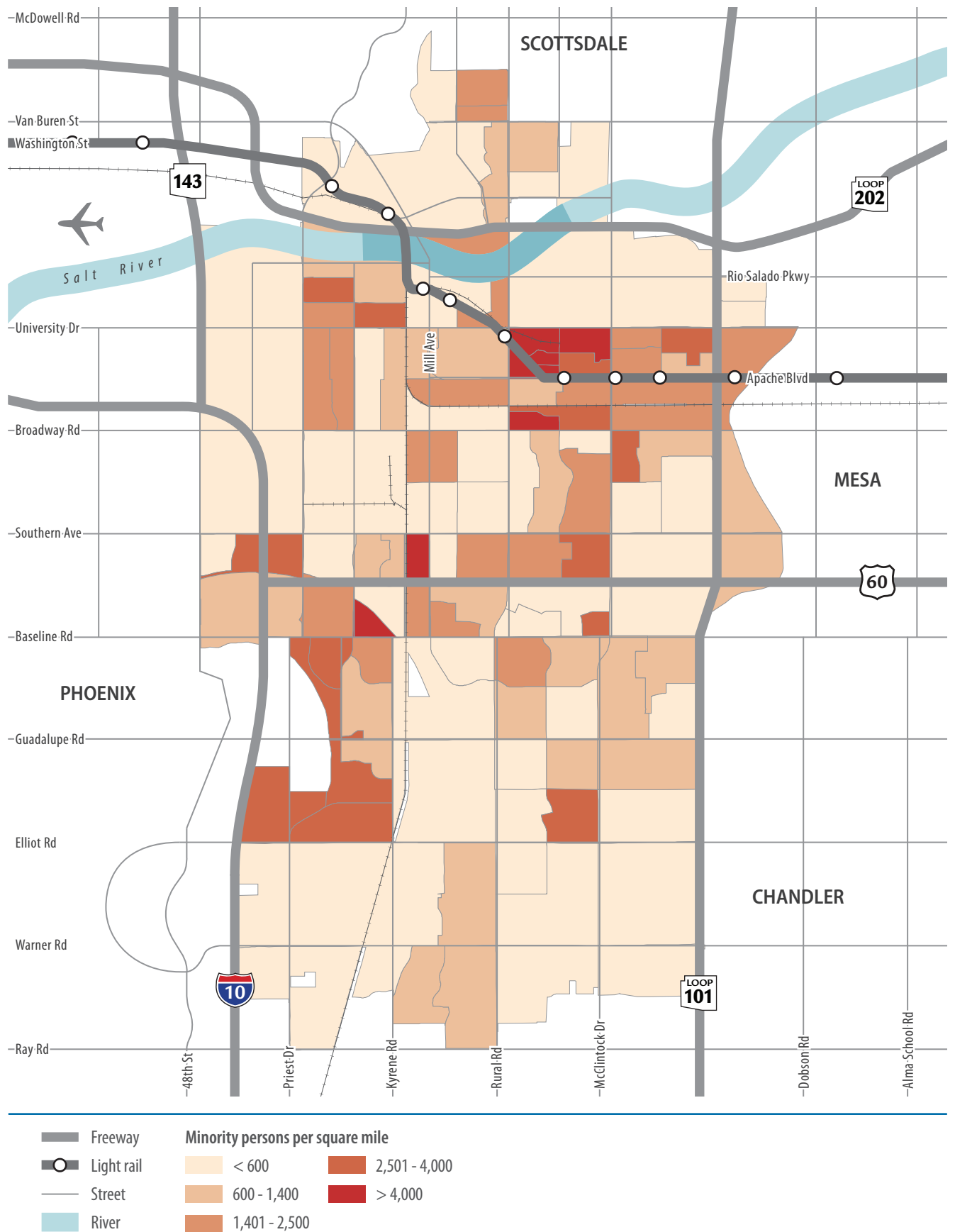
Source: U.S. Census Bureau, American Community Survey, 2008-2012

Figure 3: Employment Density



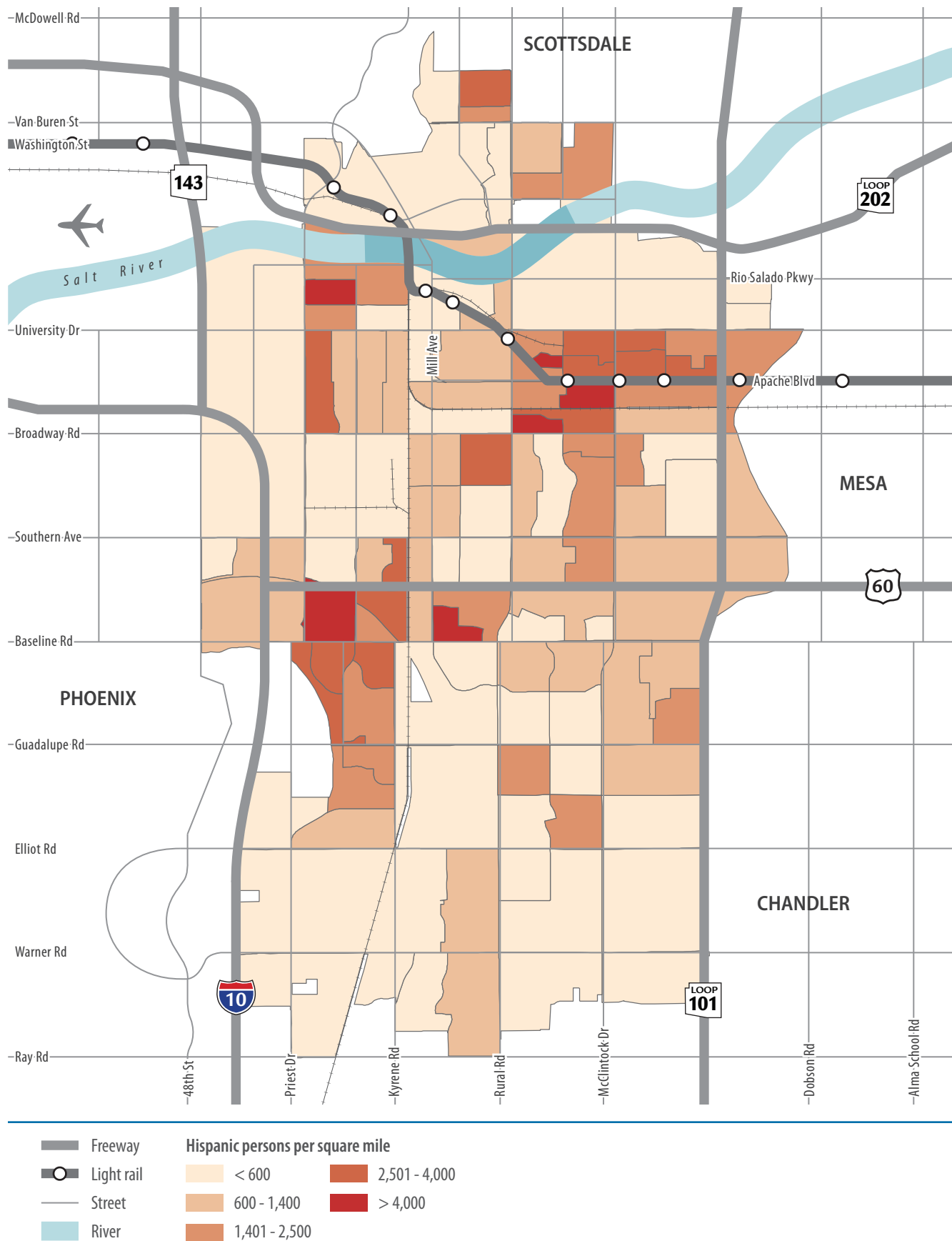
north
Source: MAG, 2010

Figure 4: Minority Population Density



Source: U.S. Census Bureau, American Community Survey, 2008-2012

Figure 5: Hispanic Population Density



Source: U.S. Census Bureau, American Community Survey, 2008-2012

Figure 6: Housing Unit Density

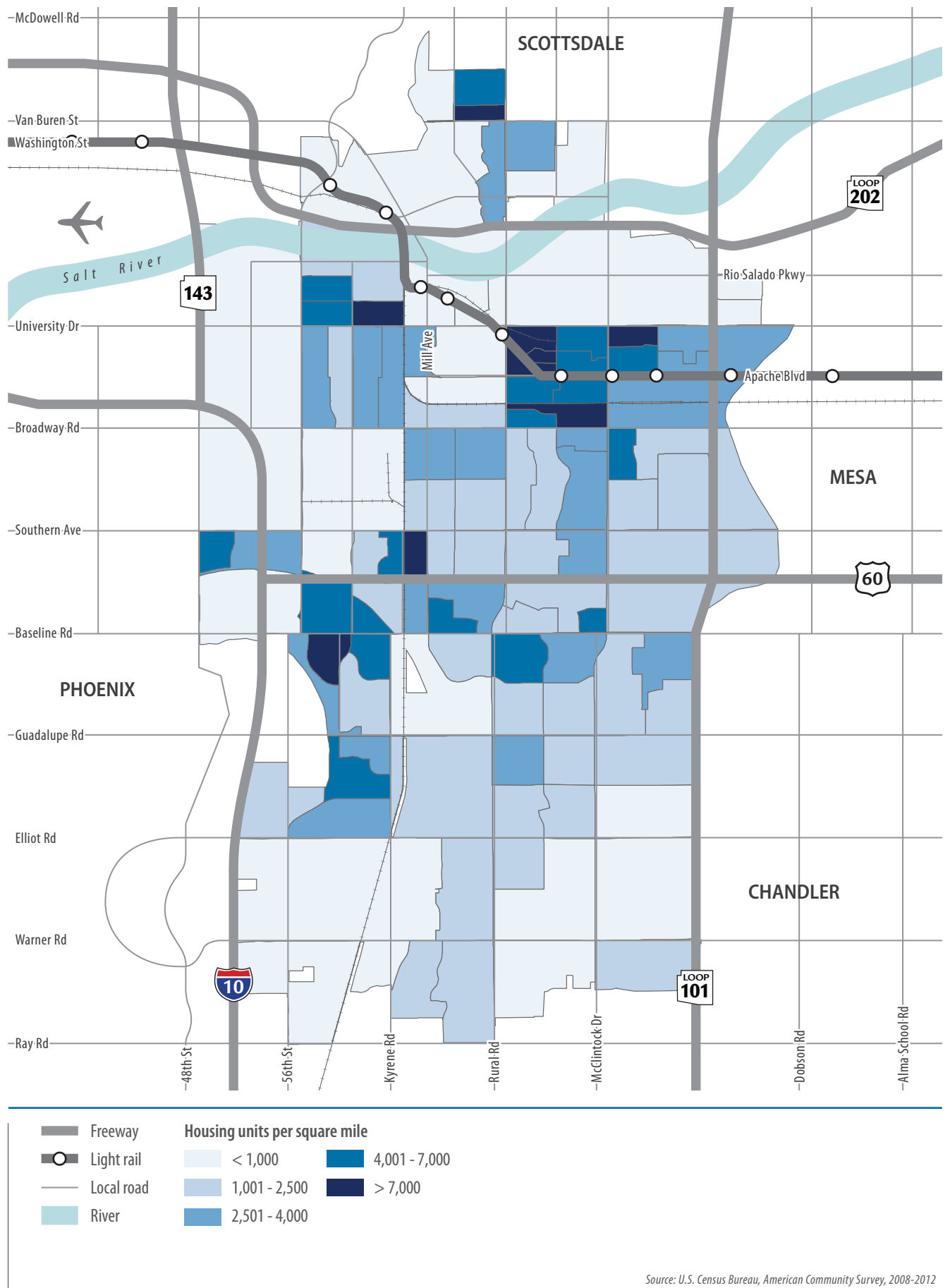
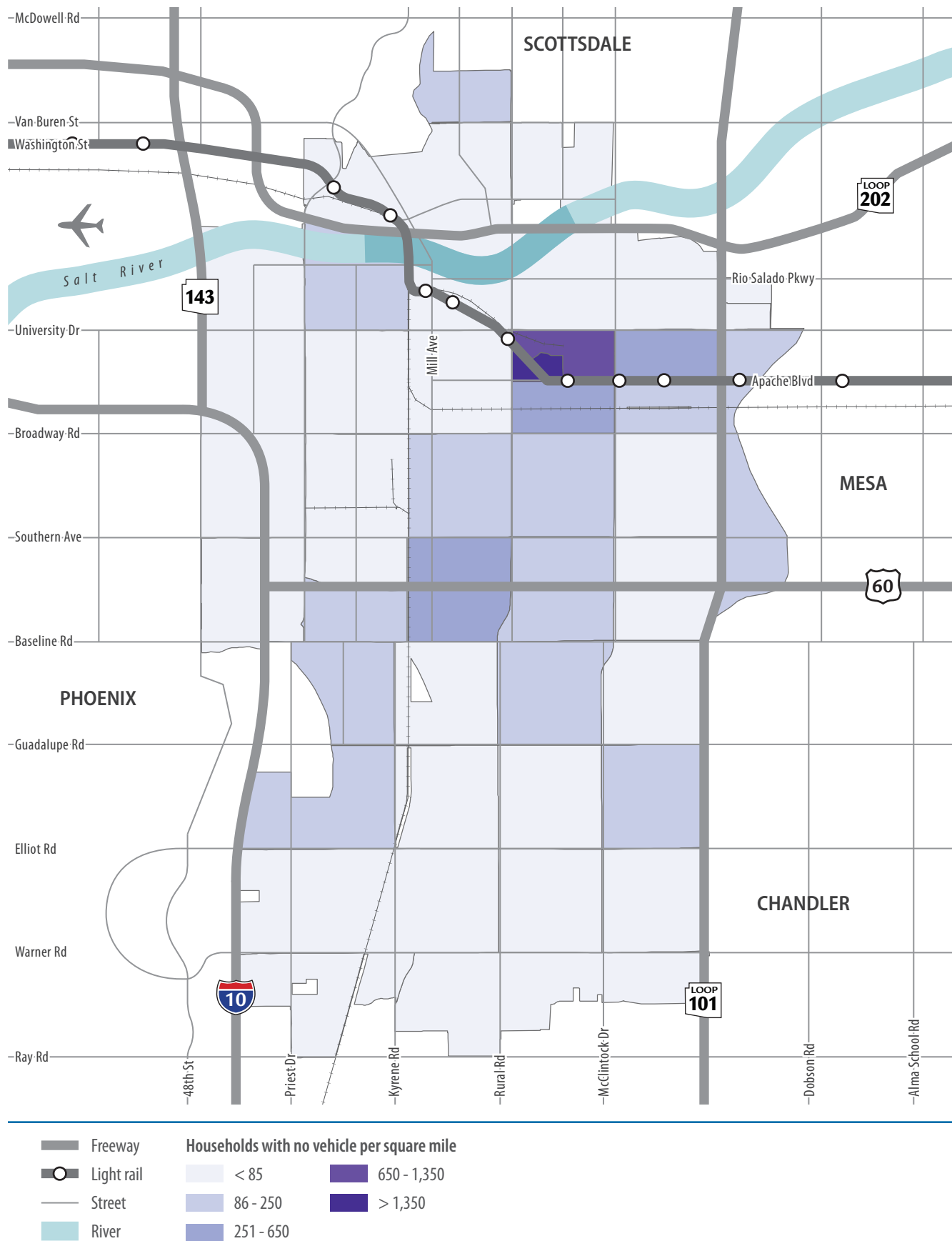
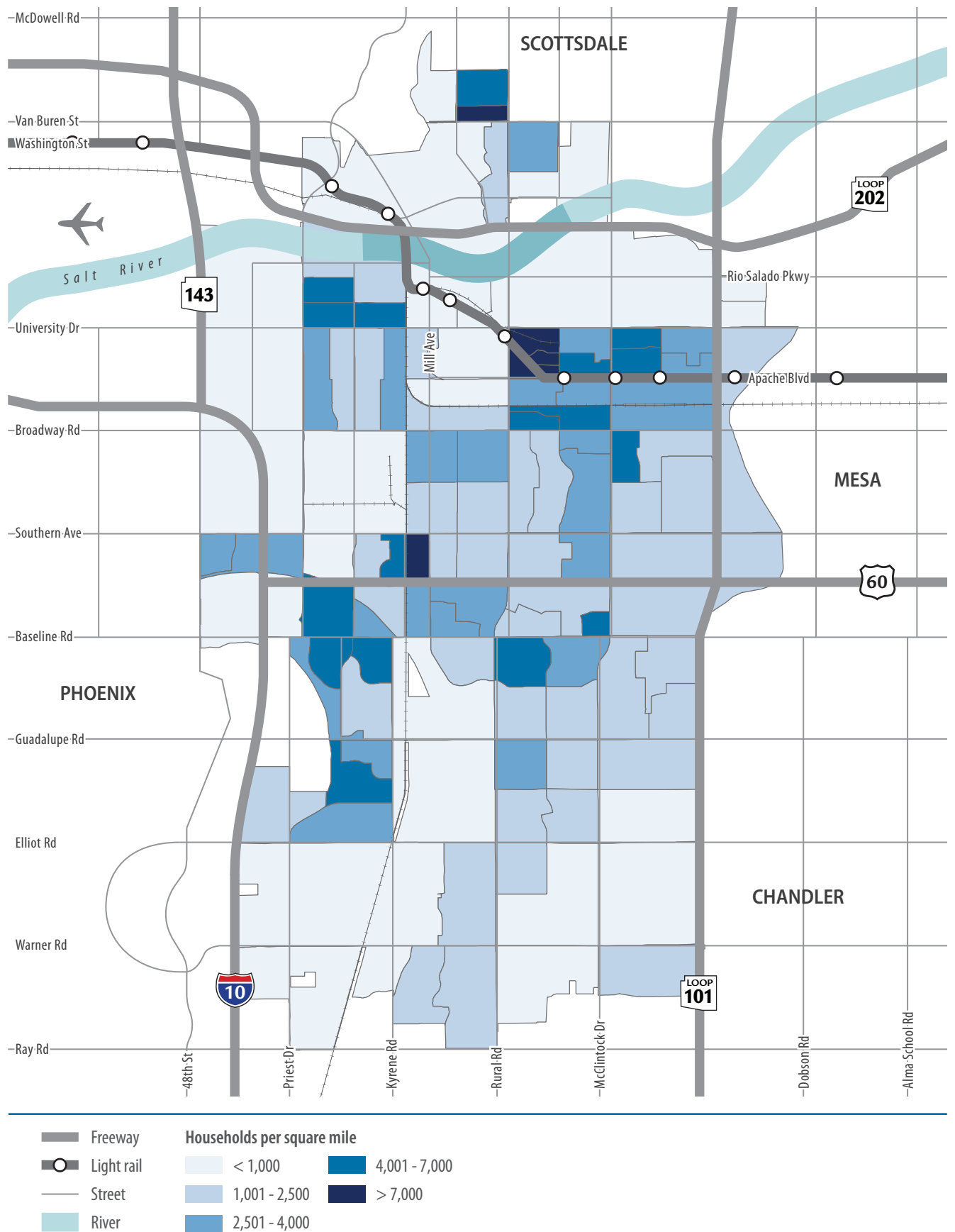


Figure 7: Zero-car Household Density



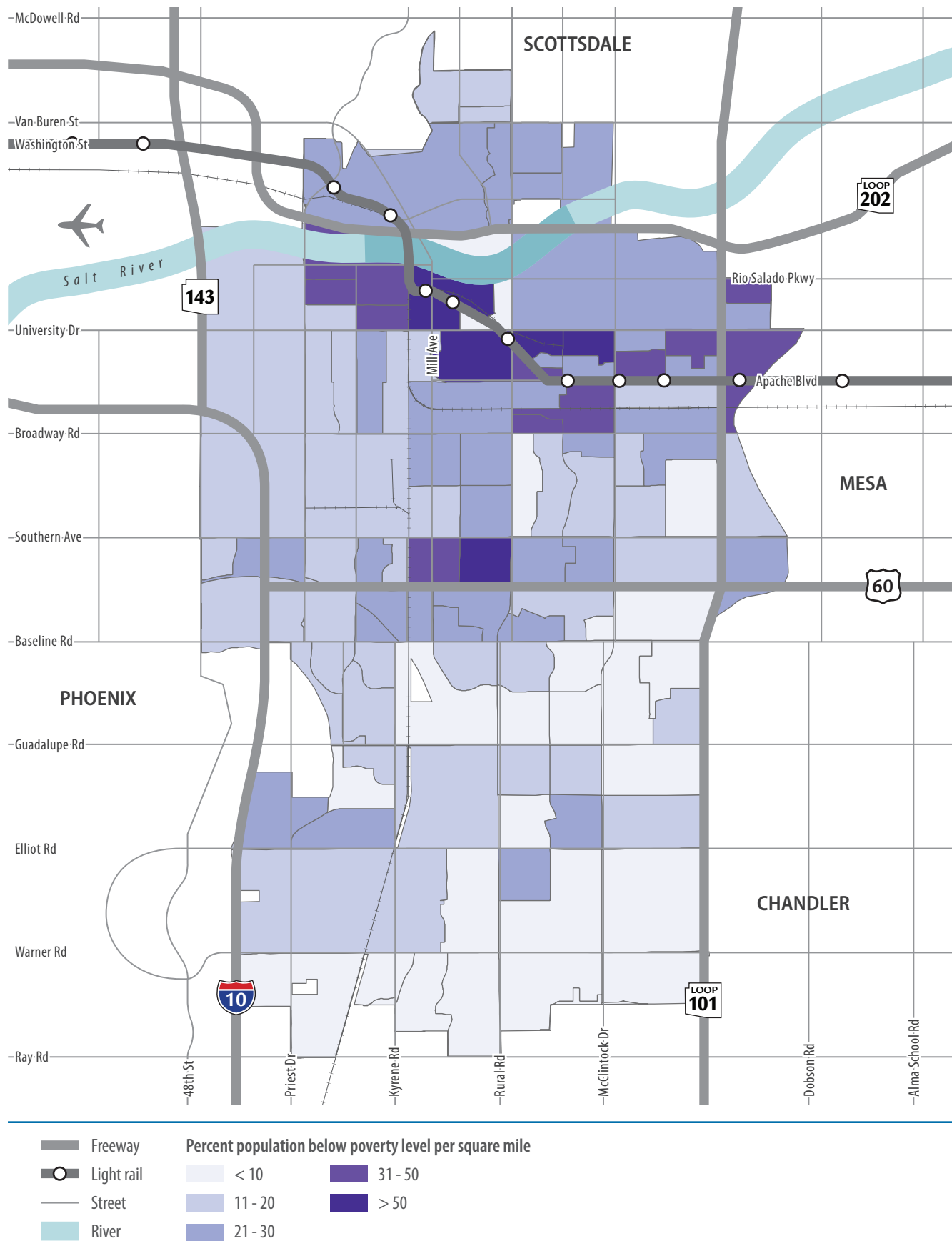
Source: U.S. Census Bureau, American Community Survey, 2008-2012

Figure 8: Household Density



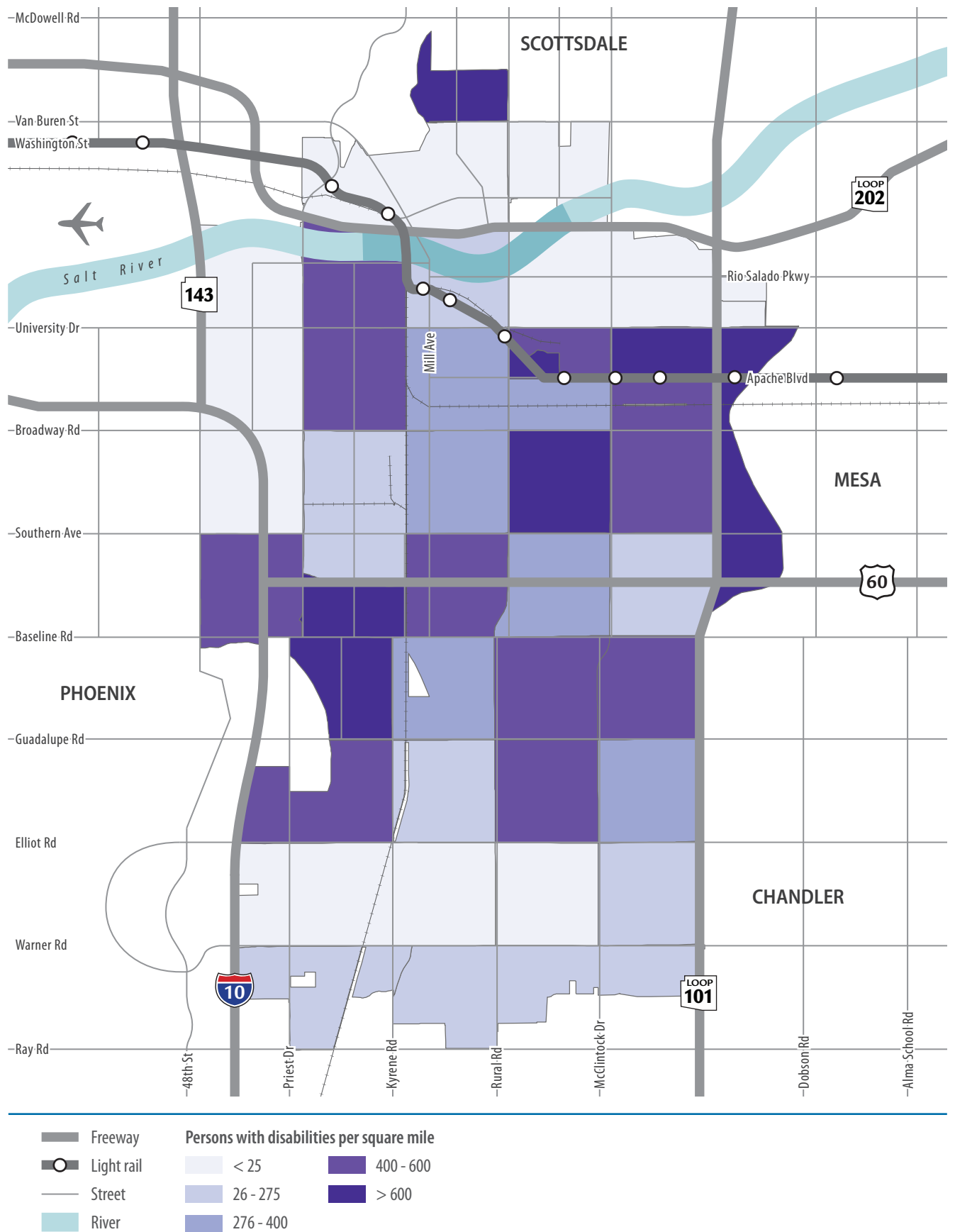
Source: U.S. Census Bureau, American Community Survey, 2008-2012

Figure 9: Low Income Household Density



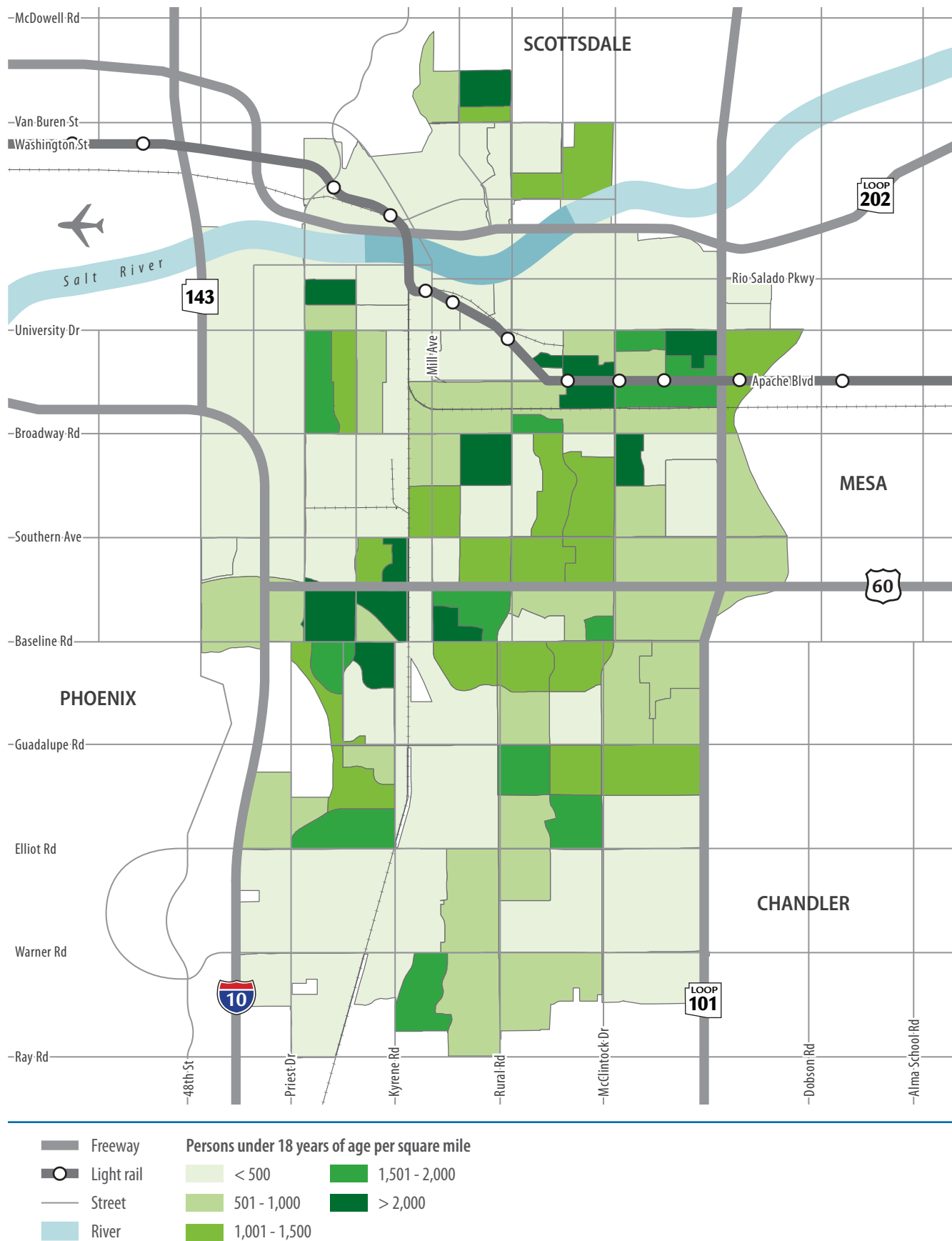
Source: U.S. Census Bureau, 2010

Figure 10: Persons with Disabilities Density



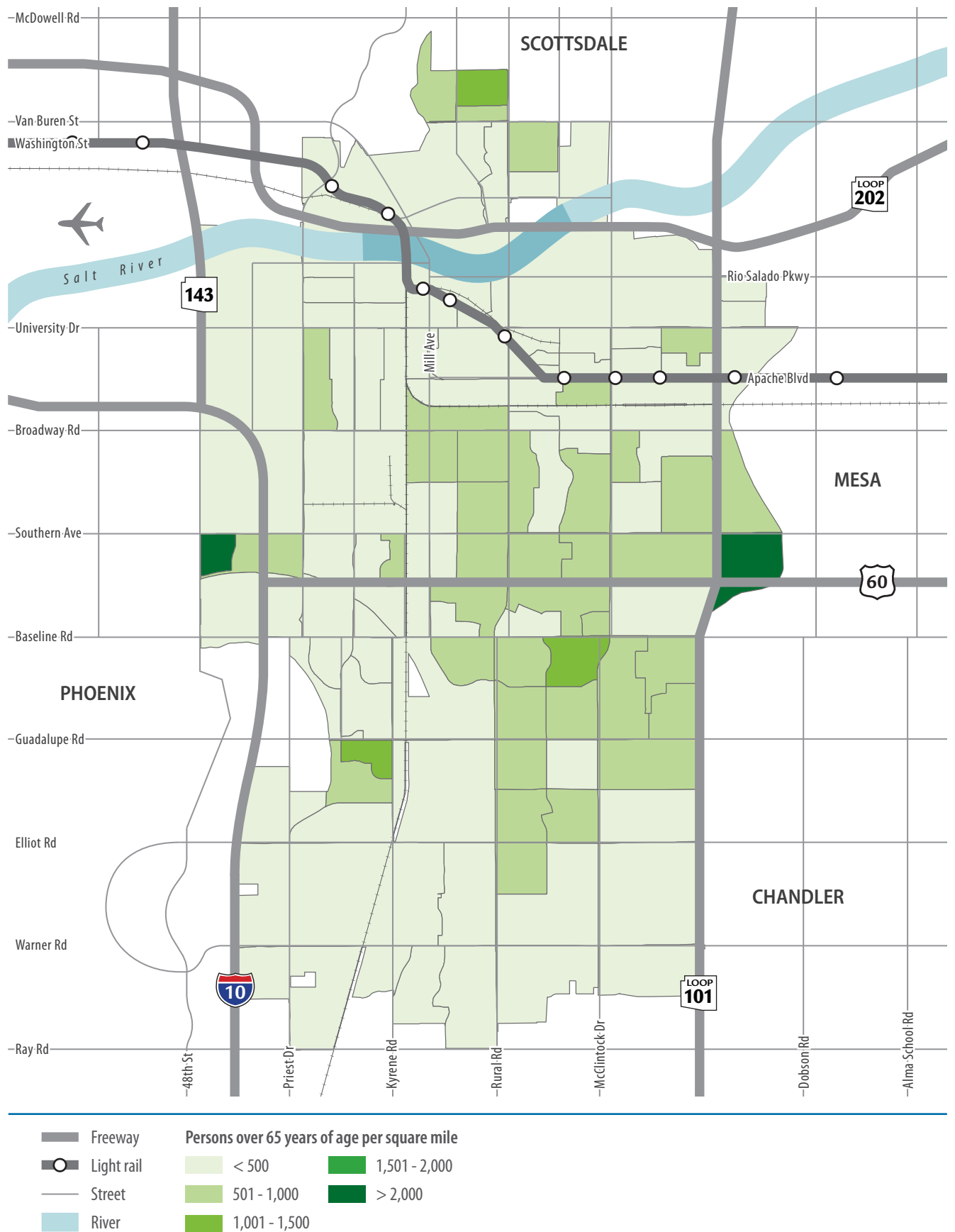
Source: U.S. Census Bureau, American Community Survey, 2008-2012

Figure 11: Population Under 18 Years Old Density



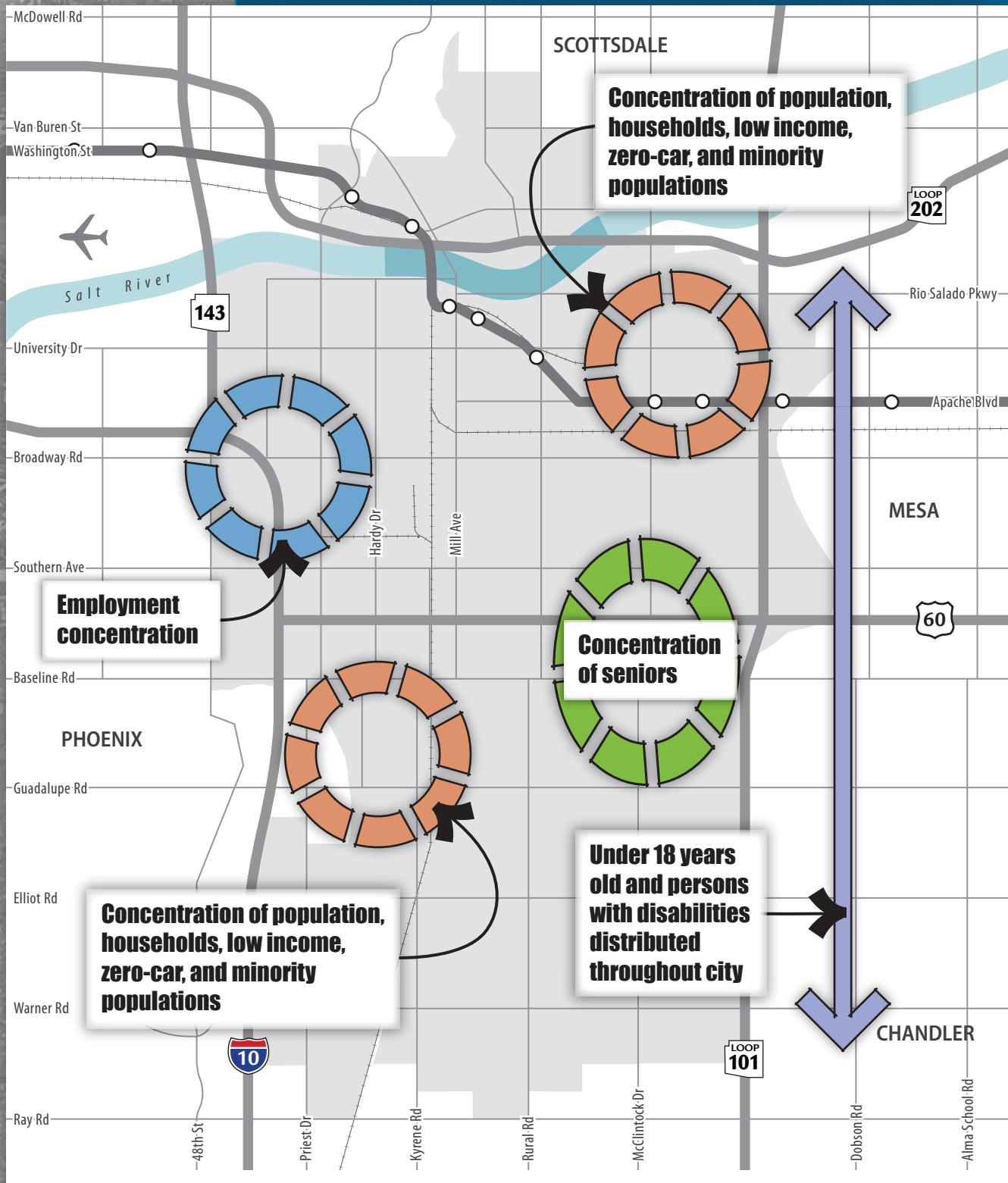
Source: U.S. Census Bureau, American Community Survey, 2008-2012

Figure 12: Population Over 65 Years Old Density



Source: U.S. Census Bureau, American Community Survey, 2008-2012

Demographic Trends



Roadway

Vehicles provide the primary mode of travel for residents of Tempe. The roads within Tempe are almost entirely built to their ultimate functional use.

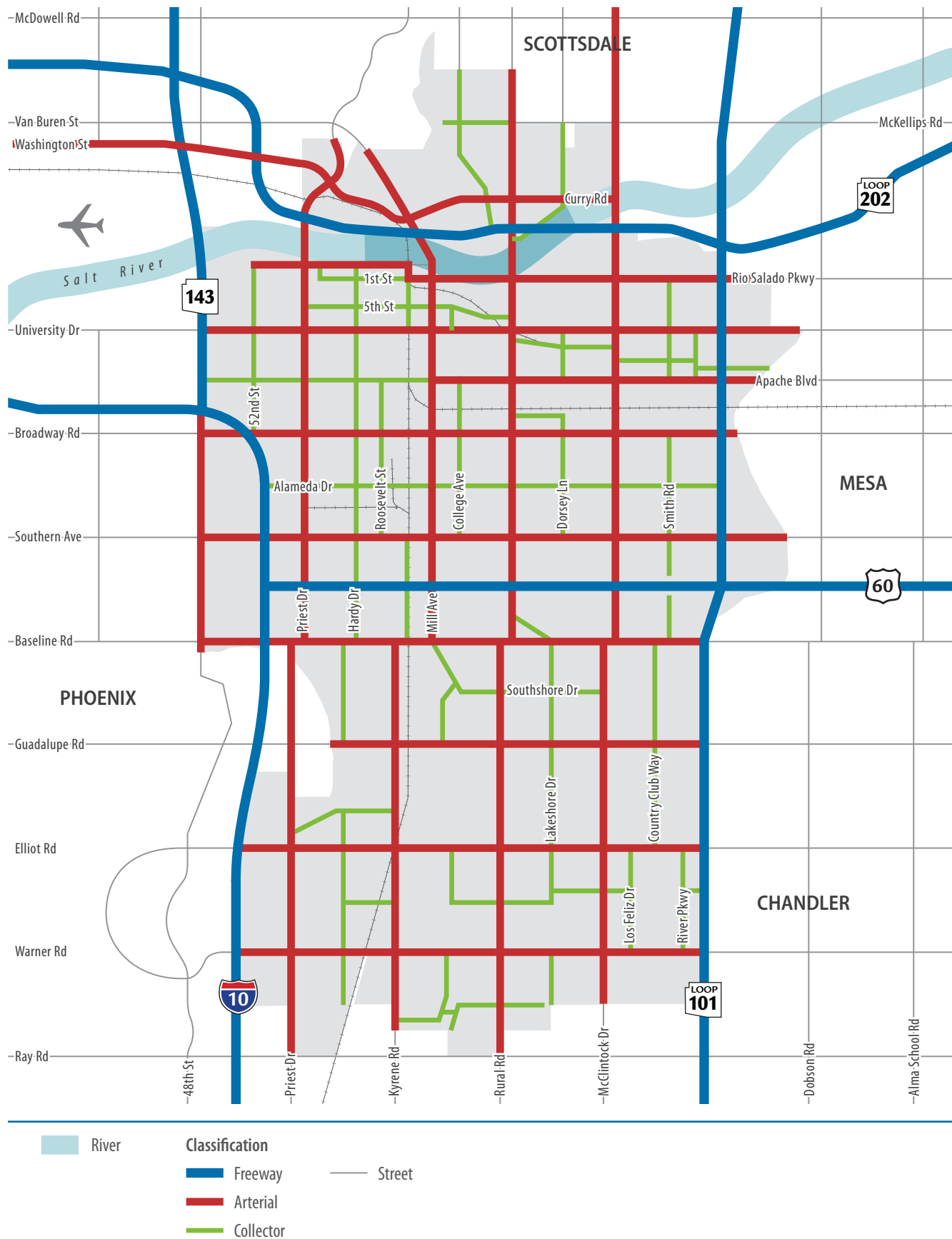
Roadway Facilities

The roadway network in Tempe is made up of a system of freeways, arterials, collectors, and local roads, as shown in Figure 13.

- Freeways, which are operated and maintained by the Arizona Department of Transportation, provide regional connections. Within Tempe, they include Interstate 10, US 60 (Superstition Freeway), Loop 101 (Price Freeway), Loop 202 (Red Mountain Freeway), and State Route 143.
- Arterial streets, which provide regional and local connections, are primarily aligned on an east-west and north-south grid spaced at one-mile increments.
- Collector streets are primarily located at the half-mile spacing between arterial streets and provide local connections.
- Local roads are those within neighborhoods and only provide local connections.



Figure 13: Existing Functional Classification

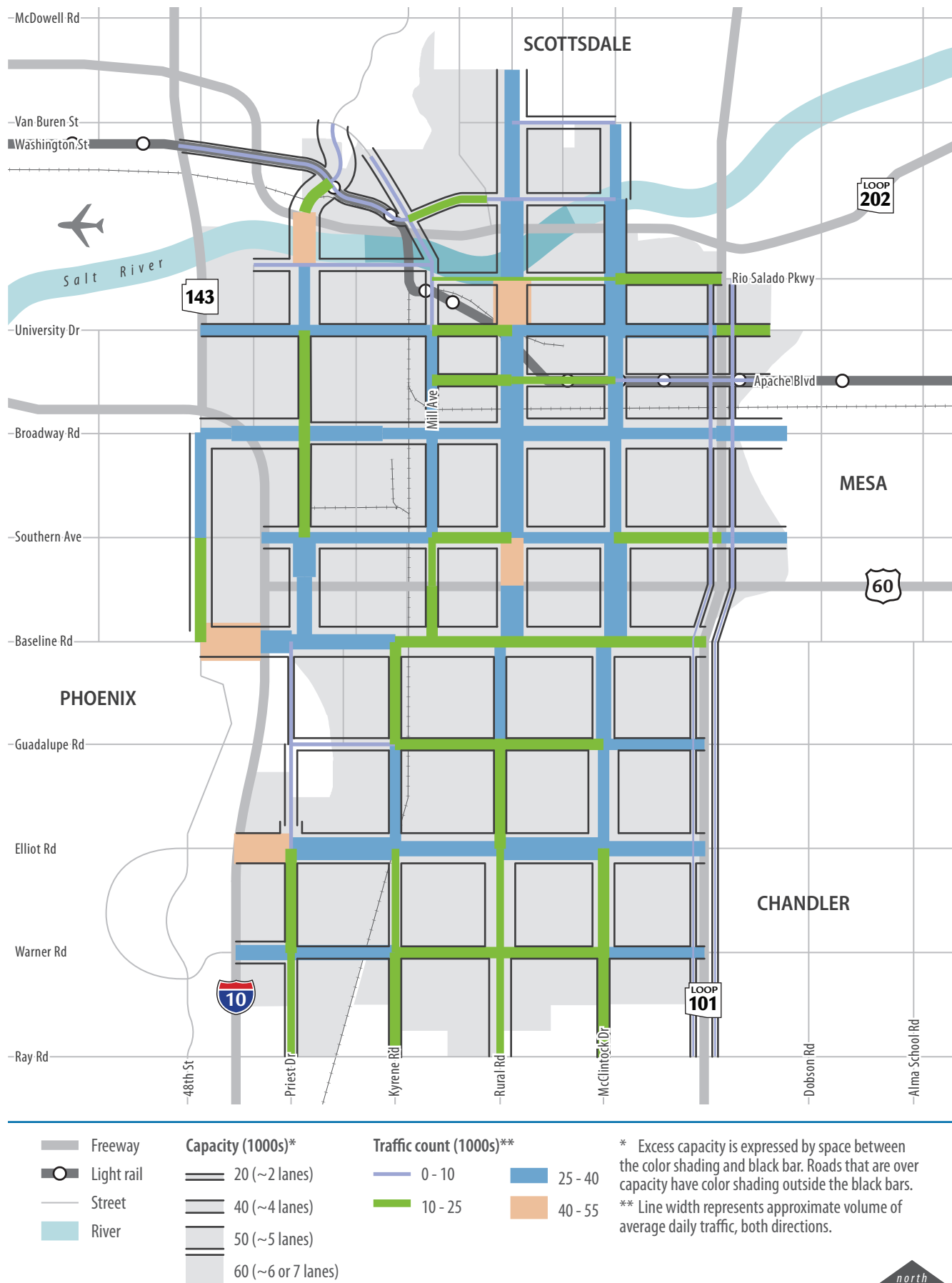


Source: City of Tempe General Plan

Roadway Performance

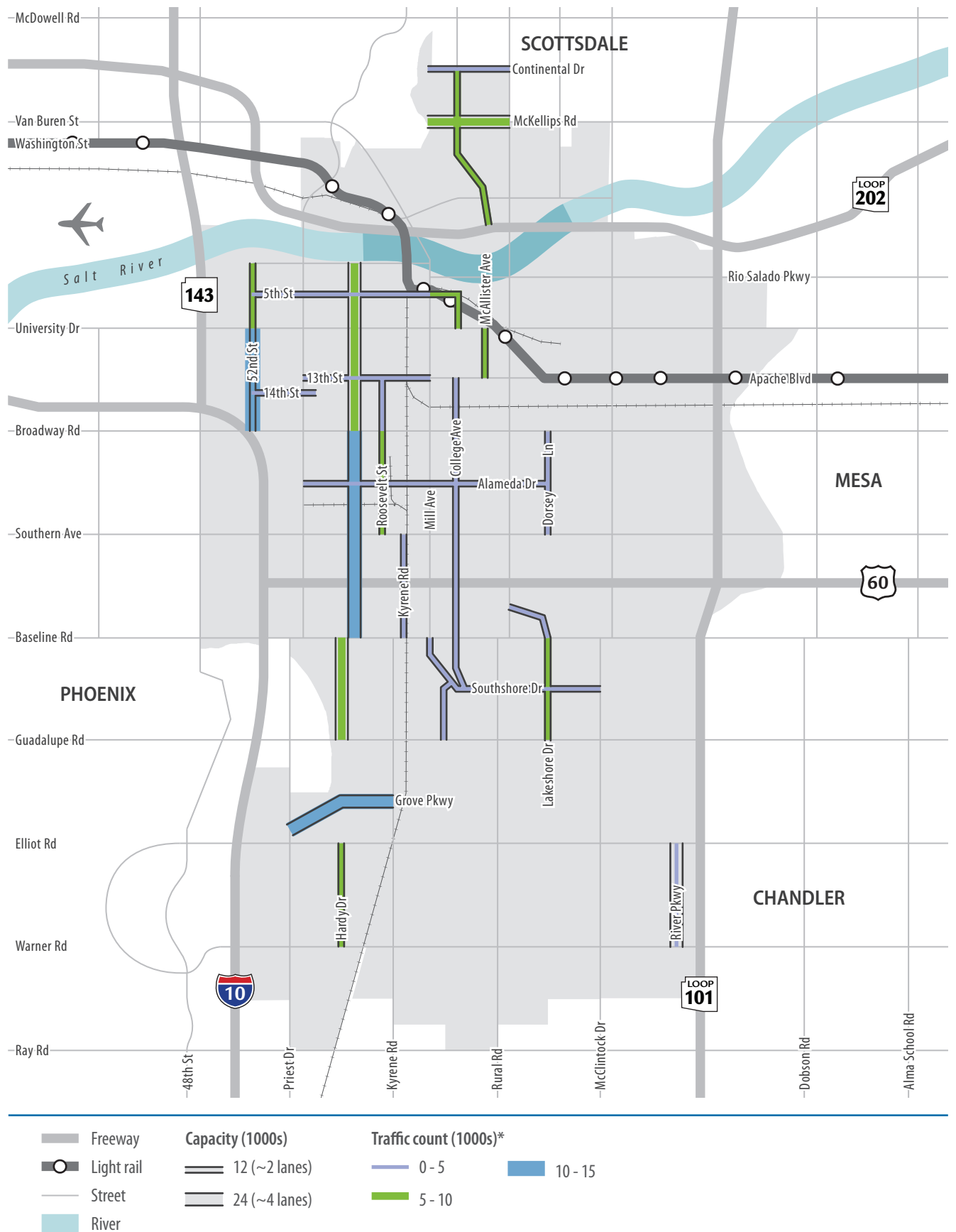
The assessment of roadway performance included inventorying existing traffic counts, analyzing intersection level of service, and identifying high crash intersections. The City of Tempe regularly collects vehicular traffic counts along its arterial and collector streets. This information is plotted on Figures 14 and 15 for arterials and collectors, respectively. These maps compare the individual roadway traffic volumes to capacity based on number of through lanes.

Figure 14: Arterial Segment Traffic Volumes and Capacity



Source: City of Tempe Traffic Counts Map, 2010-2012

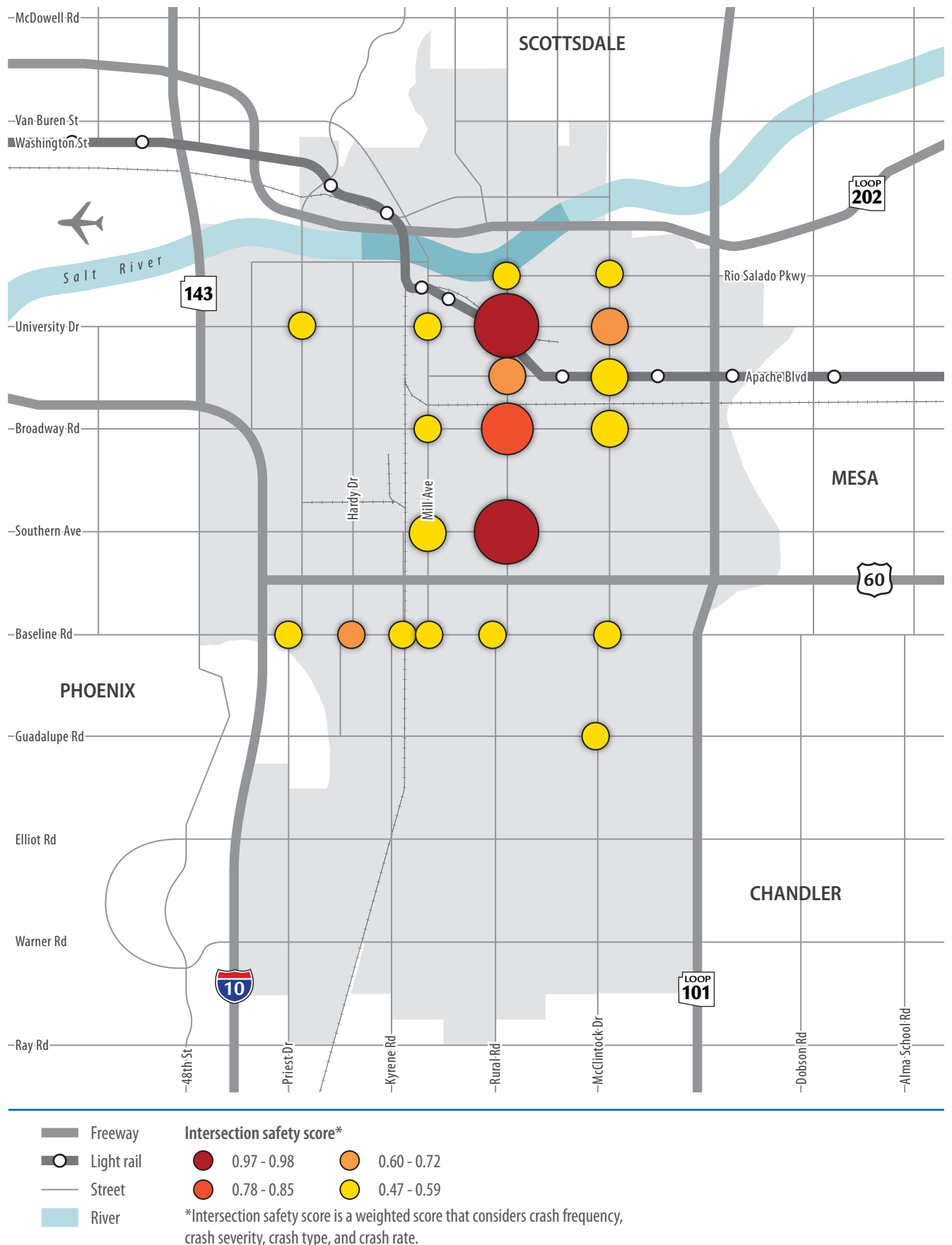
Figure 15: Collector Segment Traffic Volumes and Capacity



Source: City of Tempe Traffic Counts Map, 2010-2012

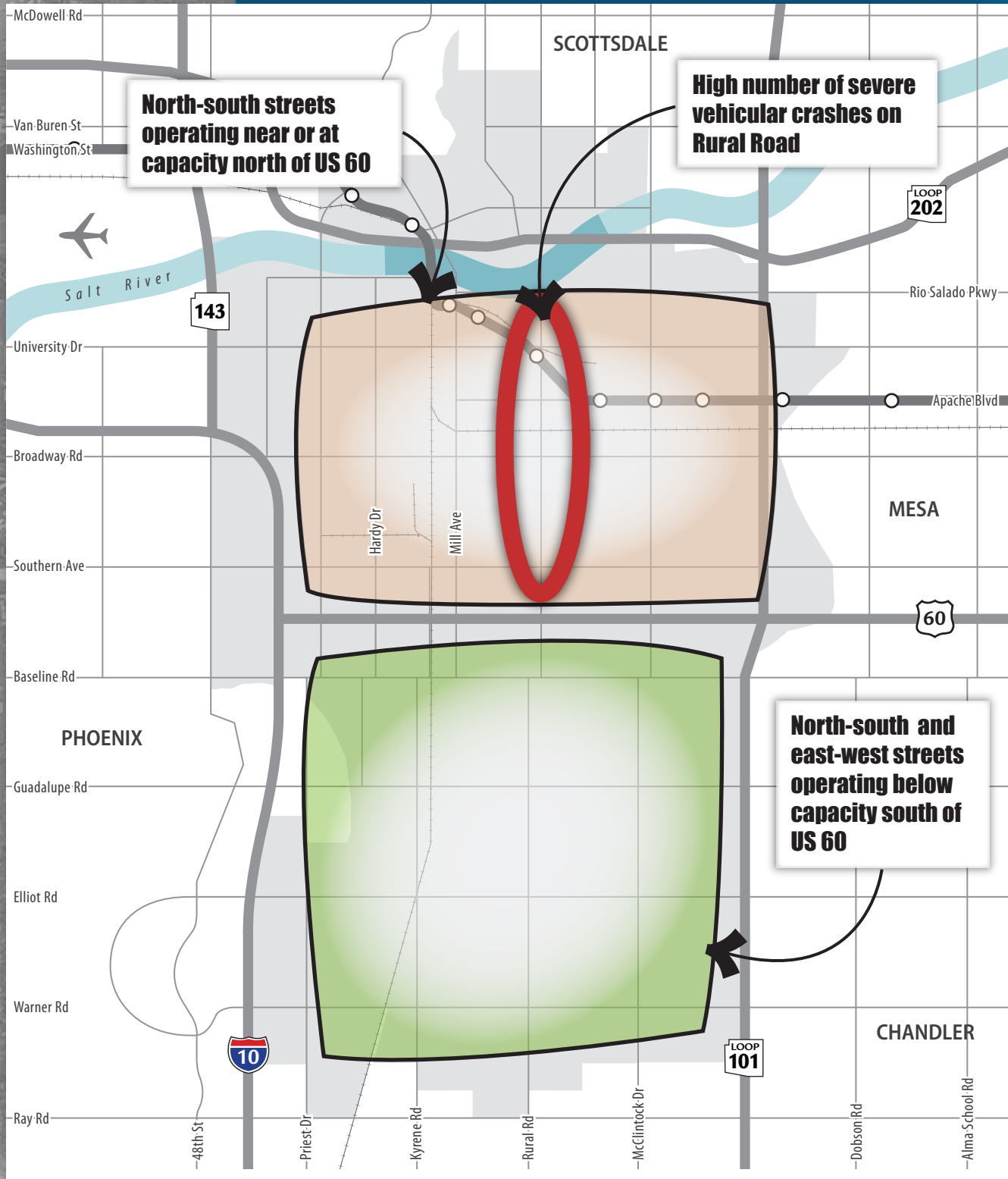
In January, 2014, the City of Tempe published the *2012 Annual Traffic Safety Report* which included an evaluation of reported collisions involving vehicles, pedestrians, and bicyclists. The report focused on intersection collisions because a high percentage of injuries and fatalities are caused by crashes at intersections. Figure 16 presents the 20 intersections with highest safety scores. The safety score is a weighted metric that considers crash frequency (number of crashes), crash severity (fatality, injury, etc.), crash type (sideswipe, rear-end, head-on, etc.), and crash rate (crashes per vehicle entering the intersection).

Figure 16: Vehicular Crashes (intersections with highest safety score)



Source: City of Tempe 2012 Annual Traffic Safety Report

Traffic Trends



Transit

Existing transit service in Tempe includes light rail transit, local and express bus service, neighborhood circulators, and paratransit. Transit service in Tempe has changed dramatically in the last six years with the implementation of light rail in 2008.

Transit Service and Facilities

Existing transit service in Tempe is shown in Figure 17 while a list of transit routes, including service hours and frequency, is provided in Table 1. Figure 18 shows a map of the frequent transit service in Tempe. Frequent transit service is defined as routes that provide 20 minute frequency or better during the peak period. Peak period is defined as 7 am to 9 am and 4 pm to 6 pm, but peak hour transit service can extend beyond these time frames.

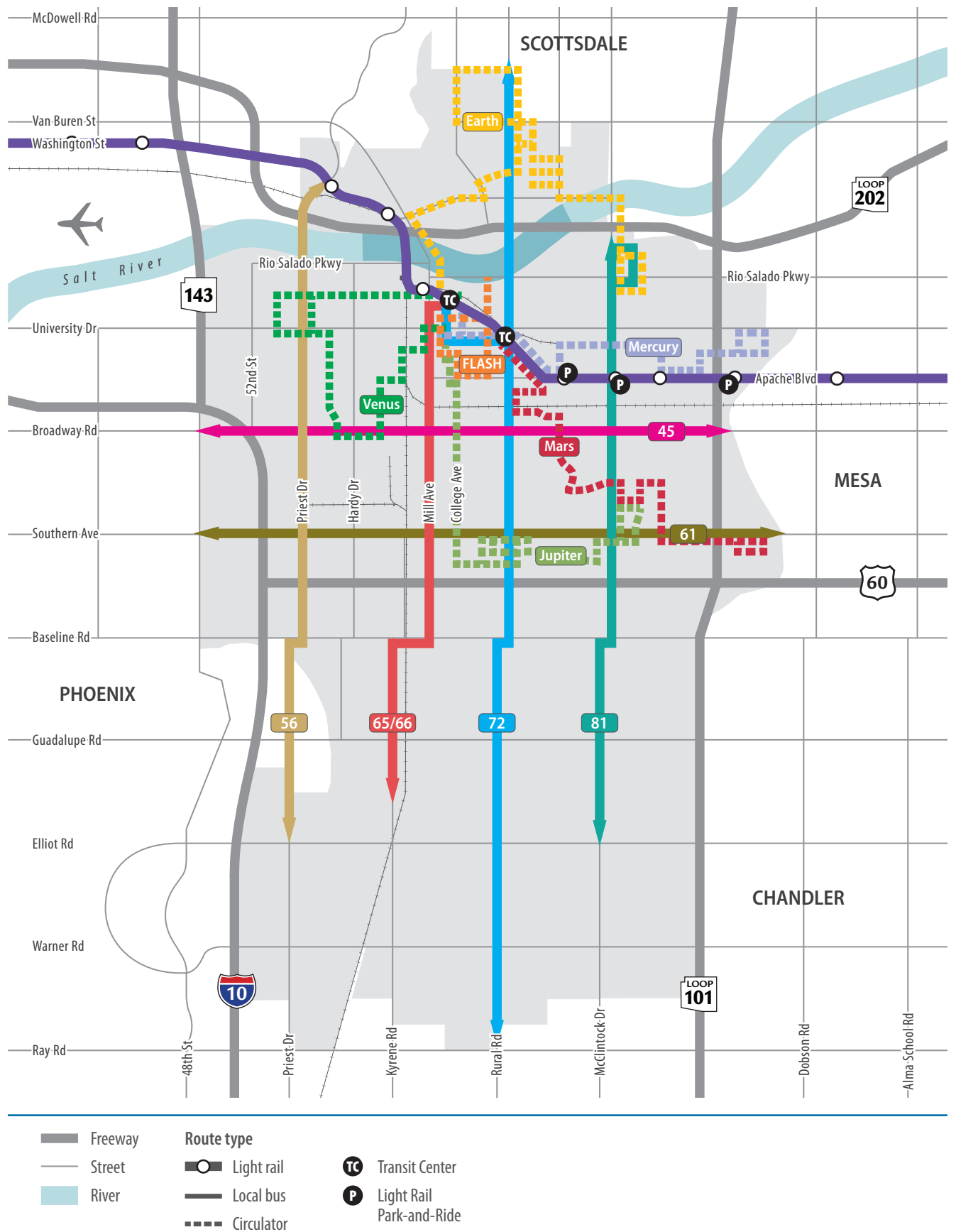
Frequent transit service provides 20 minute frequency or better during peak periods.



[illegible]

www.tempe.gov/transportationplan

Figure 18: Frequent Transit Service (20-minute service or better during peak)



Source: Valley Metro 2014

Light Rail

The 20-mile light rail line operates in Phoenix, Tempe, and Mesa. The segment in Tempe serves downtown Tempe, the ASU Tempe Campus, Tempe Town Lake, and Apache Boulevard. There are nine light rail stations in Tempe.

Local Bus

There are fifteen local bus routes in Tempe. Local bus service hours and frequency vary by route, with service provided 5 am to 12:30 am.

Express Bus

There are three express bus routes in Tempe, all of which provide service to and from downtown Phoenix.

Neighborhood Circulators

There are five Orbit routes that primarily serve residential neighborhoods and two FLASH routes that serve the ASU Tempe campus.



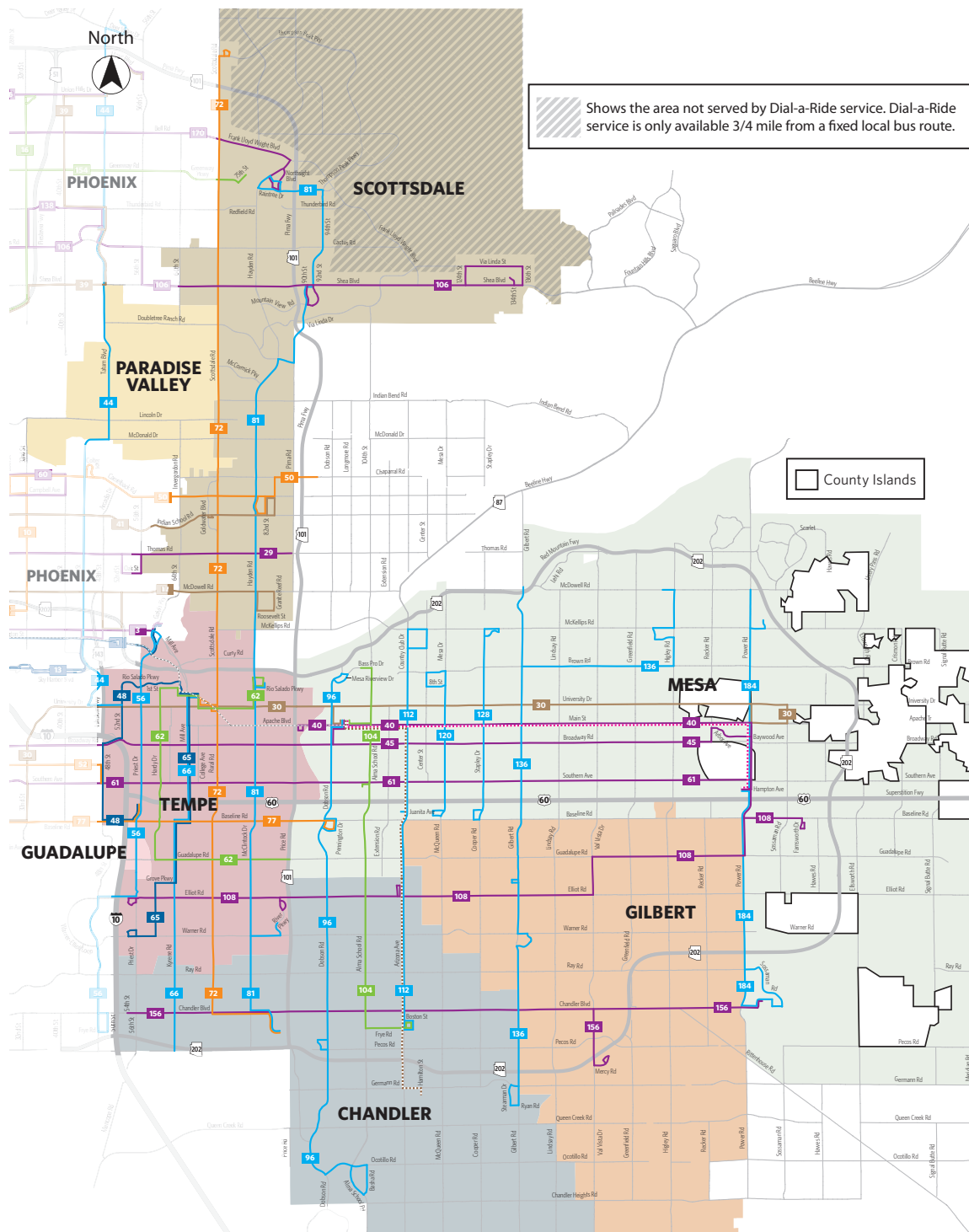
Table 1: Transit Service Hours and Frequency

Route Name		Weekday			Saturday			Sunday			
		Hours	Peak	Off-peak	Night	House	Day	Night	Hours	Day	Night
Light Rail											
Light Rail	4:15 am - 12:30 am	12	12	20	20	4:30 am - 3:30 am	15	20	4:30 am - 12:30 am	20	20
Local Bus											
1 - Washington	5:30 am - 9:00 pm	30	30	45	45	6:45 am - 9:00 pm	60	60	6:45 am - 9:00 pm	60	60
3 - Van Buren	5:00 am - 10:00 pm	30	30	60	60	5:00 am - 9:30 pm	60	60	6:30 am - 9:30 pm	60	60
30 - University	5:00 am - 12:45 am	30	30	30	30	5:00 am - 12:45 am	30	30	6:00 am - 10:00 pm	60	60
40 - Main	5:30 am - 10:00 pm	30	30	30	30	6:00 am - 10:00 pm	30	30	6:00 am - 10:00 pm	30	30
45 - Broadway	4:45 am - 12:30 am	15	30	30	30	5:15 am - 10:00 pm	30	30	5:15 am - 10:00 pm	30	30
48 - 48th St/Rio Salado	5:30 am - 12:30 am	30	30	30	30	5:15 am - 12:30 am	30	30	4:45 am - 10:30 pm	30	30
56 - Priest	4:45 am - 1:00 am	15	30	30	30	5:15 am - 12:45 am	30	30	5:30 am - 10:30 pm	30	30
61 - Southern	5:00 am - 12:30 am	15	30	30	30	5:00 am - 12:30 am	30	30	5:30 am - 10:30 pm	30	30
62 - Hardy /Guadalupe	5:00 am - 1:00 am	30	30	30	30	5:00 am - 1:00 am	30	30	5:15 am - 11:00 pm	30	30
65 - Mill/Kyrene	5:00 am - 1:00 am	30	30	60	60	5:00 am - 1:00 am	60	60	5:00 am - 9:00 pm	60	60
66 - Mill/Kyrene	5:00 am - 12:30 am	30	30	60	60	5:00 am - 12:30 am	60	60	5:00 am - 10:30 pm	60	60
72 - Scottsdale/Rural	5:00 am - 1:00 am	20	20	30	30	5:00 am - 1:00 am	30	30	5:00 am - 10:30 pm	30	30
77 - Baseline	5:00 am - 12:30 am	30	30	30	30	5:30 am - 12:30 am	30	30	5:00 am - 10:30 pm	30	30
81 - Hayden/McClintock	5:00 am - 12:30 pm	15	30	30	30	5:00 am - 1:00 am	30	30	5:00 am - 10:30 pm	30	30
108 - Elliot	5:00 am - 12:30 pm	30	30	30	30	5:30 am - 12:00 am	60	60	5:30 am - 10:00 pm	60	60
Express											
520 - Tempe Express	2 trips AM peak, 2 trips PM peak			No service			No service				
521 - Tempe Express	4 trips AM peak, 4 trips PM peak			No service			No service				
522 -Tempe Express	4 trips AM peak, 4 trips PM peak			No service			No service				
Circulator											
Orbit Earth	6:00 am - 11:00 pm	15	15	15	15	8:00 am - 11:00 pm	15	15	8:00 am - 7:00 pm	30	30
Orbit Jupiter	6:00 am - 10:00 pm	15	15	15	15	8:00 am - 10:00 pm	15	15	8:00 am - 7:00 pm	30	30
Orbit Mars	6:00 am - 10:00 pm	15	15	15	15	8:00 am - 10:00 pm	15	15	8:00 am - 7:00 pm	30	30
Orbit Mercury	6:00 am - 10:00 pm	10	10	15	15	8:00 am - 10:00 pm	15	15	8:00 am - 7:00 pm	30	30
Orbit Venus	6:00 am - 10:00 pm	15	15	15	15	8:00 am - 10:00 pm	15	15	8:00 am - 7:00 pm	30	30
Flash	7:00 am - 1:00 am	10	10	15	15	No service	No service				
Flash McAllister	6:00 am - 10:00 pm	30	30	30	30	No service	No service				

Paratransit

Paratransit service in Tempe is provided by East Valley Dial-a-Ride (EVDAR) and can be used by passengers who are certified by the American with Disabilities Act (ADA). ADA requires that complementary paratransit service be provided in all areas within three-fourths of a mile of fixed route transit service. The EVDAR service area is shown in Figure 19. In addition to EVDAR, service to persons with disabilities and seniors are provided through the East Valley RideChoice Program, which is a cab connection service.

Figure 19: East Valley Dial-a-Ride Service Area



Note: Refer to www.valleymetro.org/images/uploads/maps_valleymetro/2012_VM_EVDAR_Service_Area_Map.pdf for most recent routes.

Source: Valley Metro 2014

Transit Centers

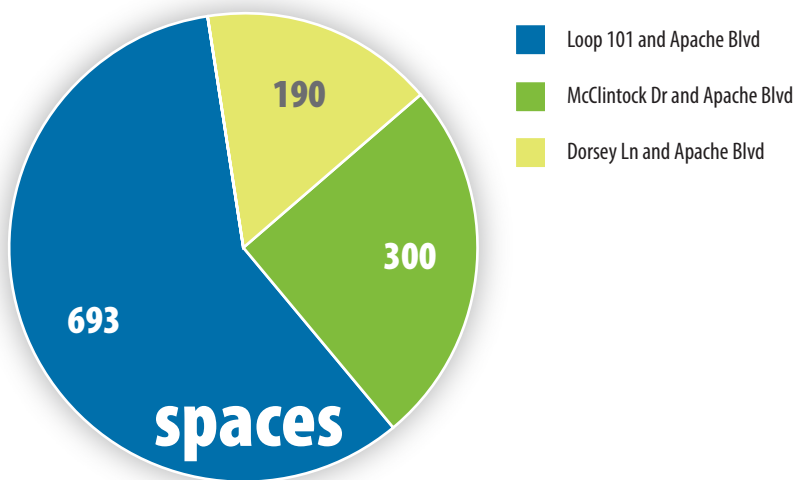
There are two transit centers in Tempe. The Tempe Transportation Center (TTC) is located adjacent to the light rail station at Veterans Way and College Avenue. The TTC includes a fare outlet, public restrooms, and bicycle shop. There is also a transit center adjacent to the University Drive and Rural Road station, but it does not provide any additional services. Both transit centers provide connections between light rail, local bus, and neighborhood circulators.

Light Rail Park-and-Rides

There are three park-and-rides in Tempe served by light rail. Table 2 and Figure 20 provide further detail on park-and-rides in Tempe.

Table 2: Light Rail Park-and-Rides				
Facility	Routes Served	Parking Spaces		Bicycle Storage
		Total	Covered	
Dorsey Ln and Apache Blvd	Light Rail	190	0	16
McClintock Dr and Apache Blvd	Light Rail Route 81 (Hayden/McClintock)	300	300	78
Loop 101 and Apache Blvd	Light Rail Route 40 (Main)	693	0	12
TOTAL		1,183	300	106

Figure 20: Light Rail Park-and-Ride Capacity



Existing transit ridership in Tempe represents almost 17 percent of all transit ridership in the Valley.

The highest performing transit routes in Tempe are Light Rail, Route 61 (Southern), and Route 72 (Rural).

ROUTE 72 **RURAL ROAD**

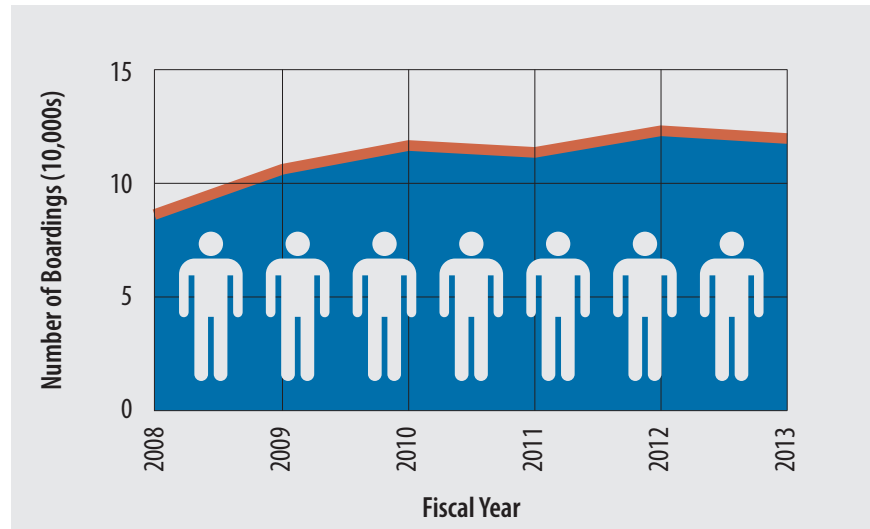
- **Highest ridership** bus route in Tempe
- **Top 15 ridership** for all bus routes in the region
- **Over 500** more average daily boardings than the next highest local bus route in Tempe
- **Connects** Scottsdale, Tempe, and Chandler

Transit Performance

Ridership

Ridership data for existing transit service in Tempe is available from Valley Metro. Transit ridership continues to grow throughout the region, with existing transit ridership in Tempe representing almost 17 percent of all transit ridership in the Valley. Figure 21 shows the annual transit ridership increase in Tempe since 2008.

Figure 21: Annual Transit Ridership



Source: Valley Metro, FY 2013 Annual Ridership Report

For the purpose of evaluating transit performance in Tempe, the April 2014 ridership is being used because it best represents average system-wide ridership conditions. Average weekday boardings, total monthly boardings, daily revenue miles, and boardings per mile by route are included in Table 3. For those routes that operate in multiple jurisdictions, the ridership data for both the segment that operates in Tempe and the total route is included.

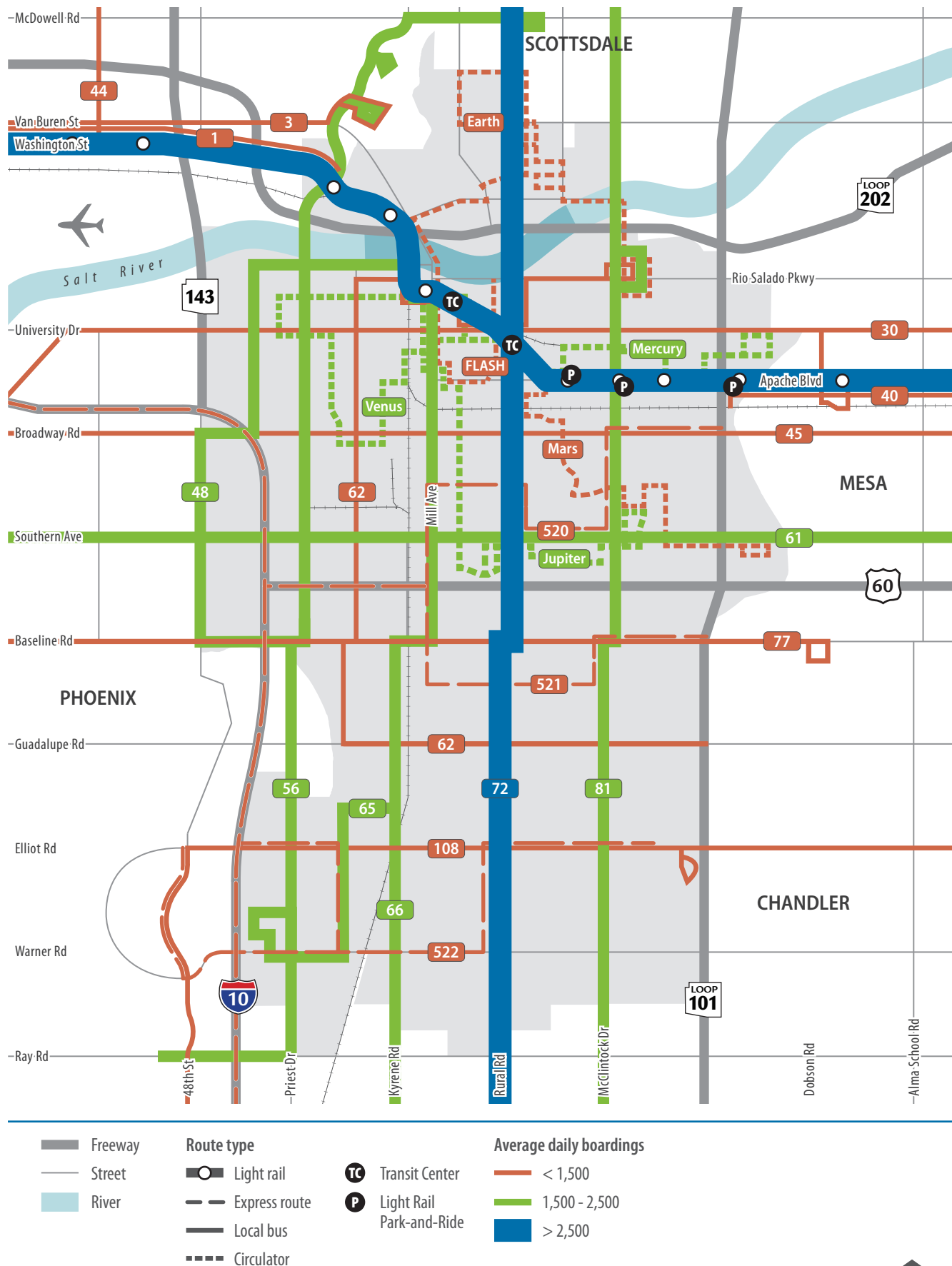
Average daily boardings and boardings per mile are two common metrics used to evaluate ridership performance by Valley Metro. Figure 22 shows average daily boardings in Tempe, while Figure 23 shows boardings per mile. Figures 24 and 25 show light rail boardings by station and bus boardings by stop. Figures 26 and 27 show average daily boardings and boardings per mile in bar chart format.

Table 3: Transit Performance

Route Name	Average Daily Boardings		Monthly Boardings		Daily Revenue Miles		Boardings per Mile	
	Tempe	Route Total	Tempe	Route Total	Tempe	Route Total	Tempe	Route Total
Light Rail								
Light Rail	13,518	47,021	297,389	1,034,459	2,070.2	7,385.7	6.5	6.4
Local Bus								
30 - University	875	3,158	19,247	69,429	444.9	1,941.5	2.0	1.6
40 - Apache/Main	166	1,797	3,630	39,510	33.2	955.8	5.0	1.9
45 - Broadway	1,407	4,471	30,941	98,364	521.0	2,273.2	2.7	2.0
48 - 48th St/Rio Salado	1,572	1,572	34,571	34,571	700.5	700.5	2.2	2.2
56 - Priest	1,798	2,235	39,555	49,156	763.0	1,049.0	2.4	2.1
61 - Southern	1,653	6,908	36,360	151,945	575.9	2,743.9	2.9	2.5
62 - Hardy/Guadalupe	1,225	1,225	26,954	26,954	939.4	939.4	1.3	1.3
65 - Mill/Kyrene	1,307	1,307	28,716	28,716	587.1	587.1	2.2	2.2
66 - Mill/Kyrene	664	880	14,601	19,354	508.7	688.6	1.3	1.3
72 - Scottsdale/Rural	2,546	4,905	56,020	107,931	1,108.5	2,966.3	2.3	1.7
77 - Baseline	1,111	3,612	24,431	79,461	465.2	1,472.3	2.4	2.5
81 - Hayden/McClintock	1,969	3,155	43,298	69,383	923.3	2,142.4	2.1	1.5
108 - Elliot/48th St	406	1,372	8,941	30,199	388.6	1,678.0	1.0	0.8
Express								
520 - Tempe Express	28	49	622	1,071	35.5	77.8	0.8	0.6
521 - Tempe Express	62	117	1,384	2,585	59.4	143.9	1.0	0.8
522 - Tempe Express	50	112	1,095	2,459	58.8	161.6	0.9	0.7
Circulator								
Earth	1,431	1,431	31,478	31,478	1,058.1	1,058.1	1.4	1.4
Flash	1,264	1,264	27,815	27,815	553.3	553.3	2.3	2.3
Jupiter	1,745	1,745	38,399	38,399	740.9	740.9	2.4	2.4
Mars	1,247	1,247	27,442	27,442	822.3	822.3	1.5	1.5
Mercury	2,170	2,170	47,743	47,743	808.4	808.4	2.7	2.7
Venus	1,609	1,609	35,399	35,399	731.3	731.3	2.2	2.2

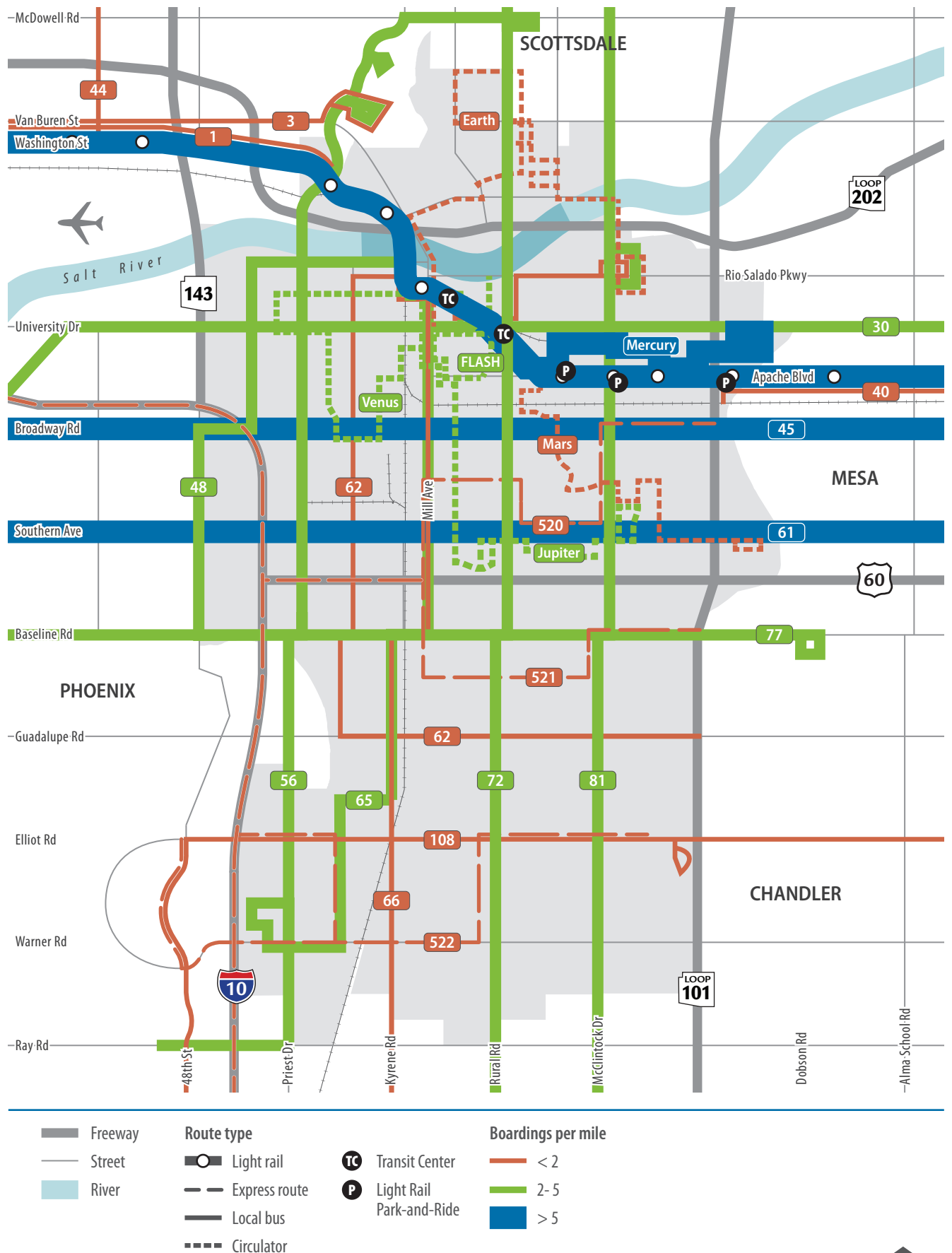
Source: Valley Metro, April 2014 Monthly Ridership Report

Figure 22: Transit Performance (Average Daily Boardings)



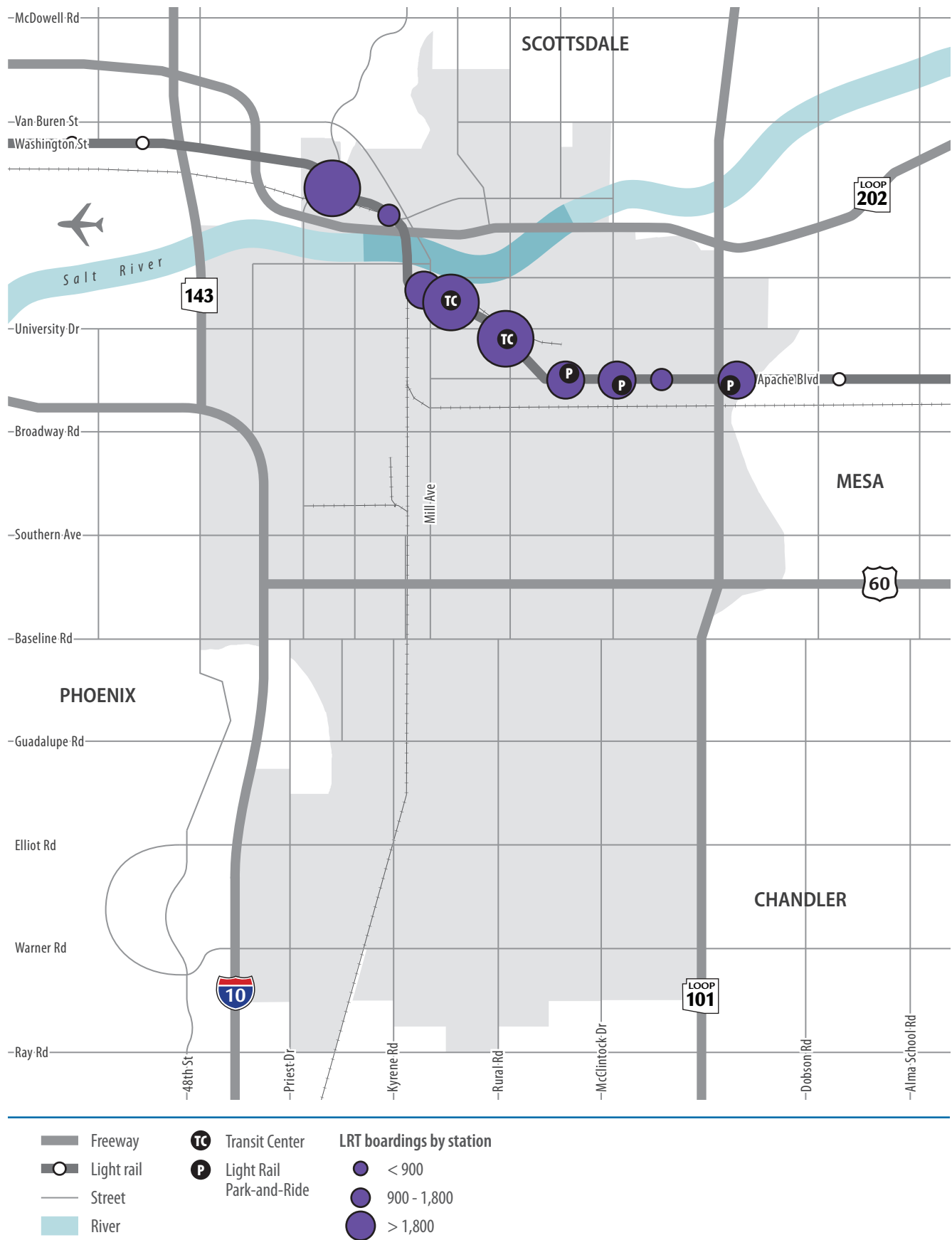
Source: Valley Metro, March 2014

Figure 23: Transit Performance (Boardings Per Mile)



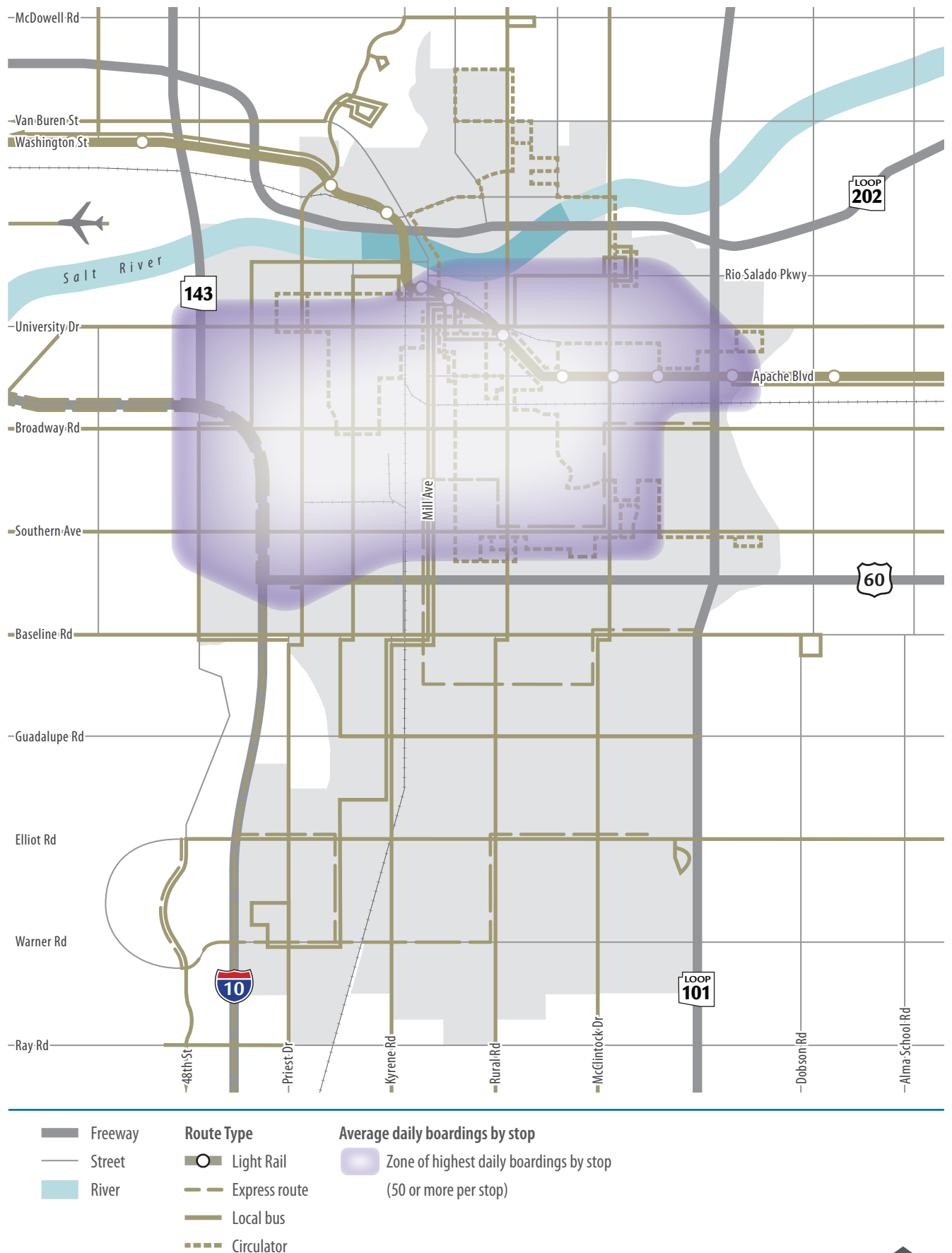
Source: Valley Metro, March 2014

Figure 24: Light Rail Boardings by Station



Source: Valley Metro 2014

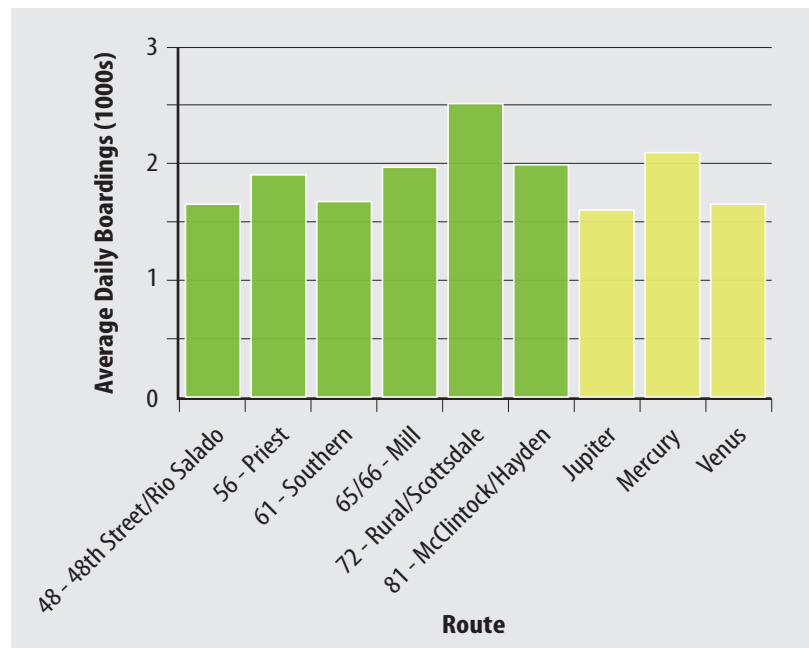
Figure 25: Bus Boardings by Stop



Source: Valley Metro, October 2013

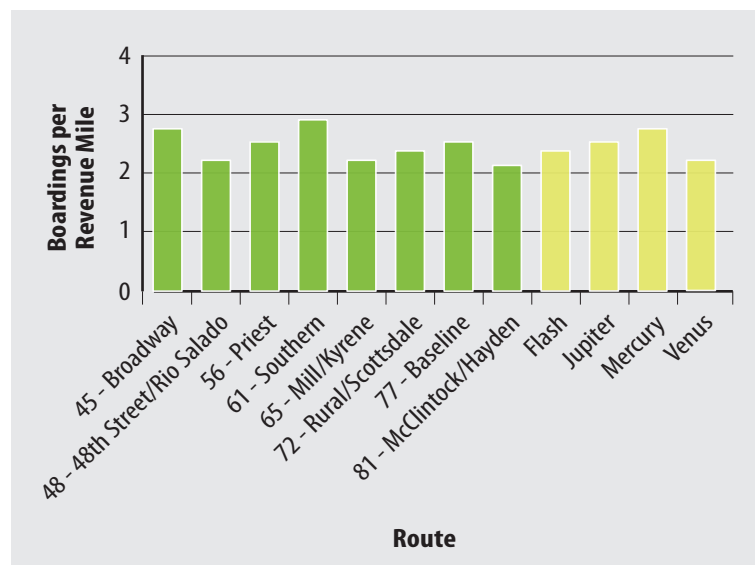
Average daily boardings for light rail are 13,404.

Figure 26: Transit Performance (Routes >1,500 Average Daily Boardings)



Source: Valley Metro, April 2014 Monthly Ridership Report

Figure 27: Transit Performance (Routes >2.0 Boardings per Mile)



Source: Valley Metro, April 2014 Monthly Ridership Report

Light Rail Park-and-Ride Use

Valley Metro completed a survey of regional park-and-ride facilities in 2013. This survey documented the total number of parking spaces at each park-and-ride and the number of occupied parking spaces on an average weekday.

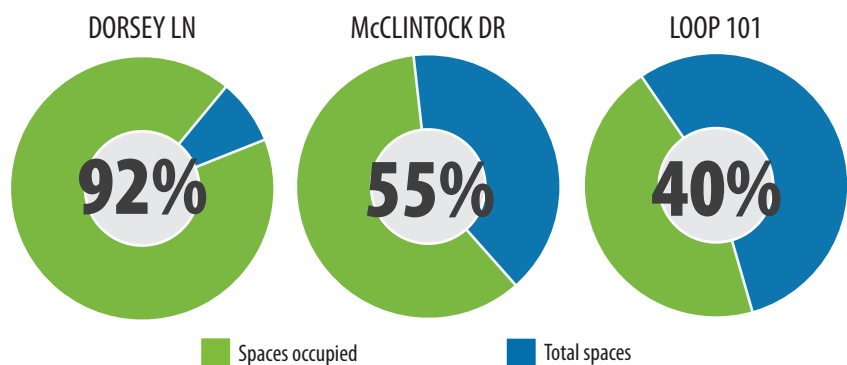
According to the survey, the average park-and-ride occupancy is approximately 50 percent throughout the region with approximately 54 percent of parking spaces covered. Park-and-ride use in Tempe is approximately 52 percent but only 25 percent of parking spaces are covered. Table 4 and Figure 28 show park-and-ride use in Tempe.

The average park-and-ride occupancy is approximately 50 percent throughout the region.

Table 4: Light Rail Park-and-Rides Use			
Facility	Total Spaces	Use	Percent Use (%)
Dorsey Ln and Apache Blvd	190	175	92
McClintock Dr and Apache Blvd	300	165	55
Loop 101 and Apache Blvd	693	277	40
TOTAL	1,183	617	52

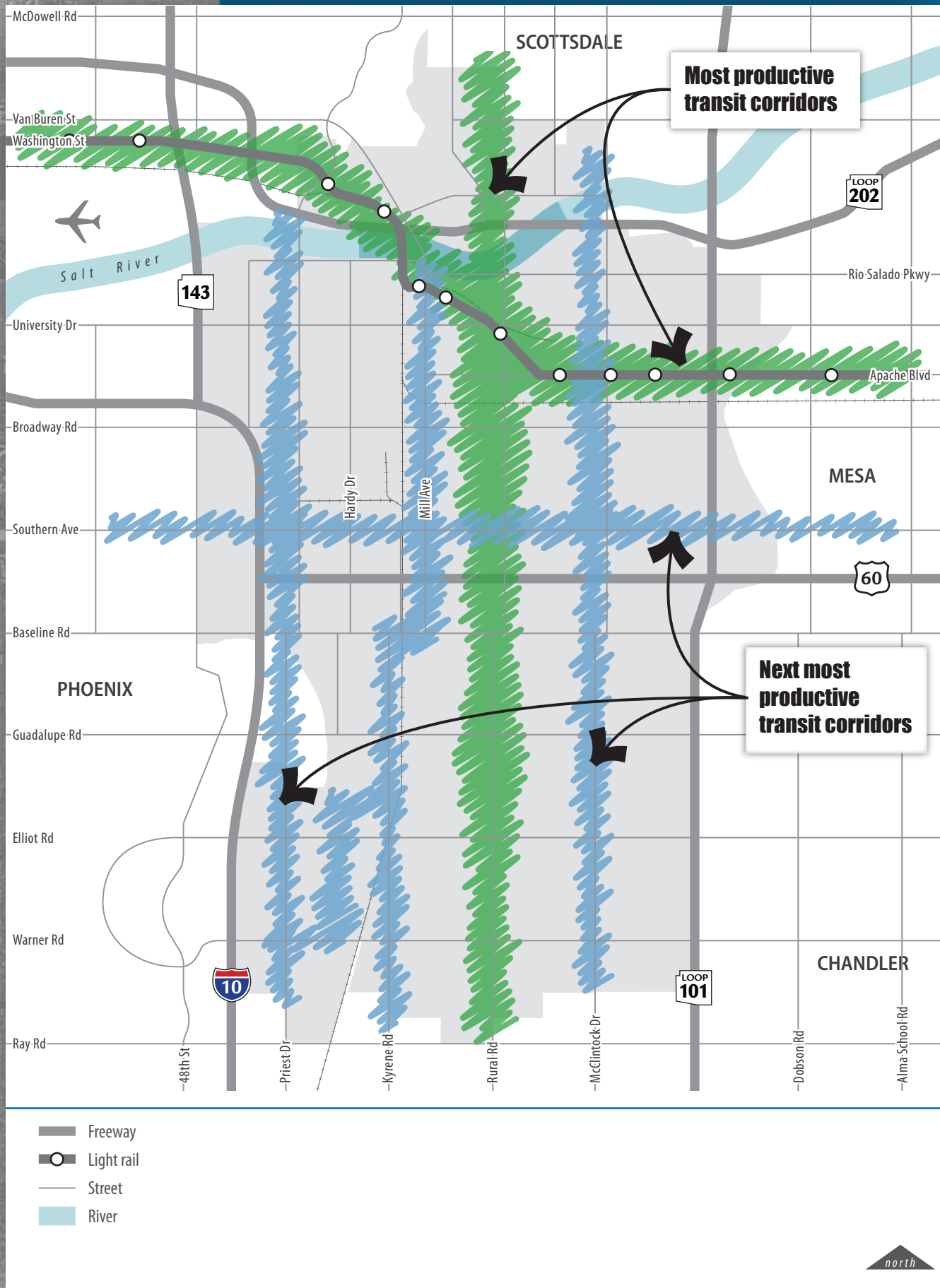
Source: Valley Metro Park-and-Ride Survey, 2013

Figure 28: Light Rail Park-and-Ride Spaces Occupied



Source: Valley Metro Park-and-Ride Survey, 2013

Transit Trends



Bicycle and Pedestrian

The City of Tempe has a long standing commitment to encouraging bicycle and pedestrian travel through the provision of a comprehensive network of safe and efficient facilities. As a result, Tempe has a greater share of residents commuting by these modes than other cities in the Valley. According to American Community Survey 2012 data, 4.2 percent and 3.7 percent of Tempe residents bike and walk to work, respectively, far higher than the Maricopa County averages for these modes of 0.8 percent and 1.6 percent.

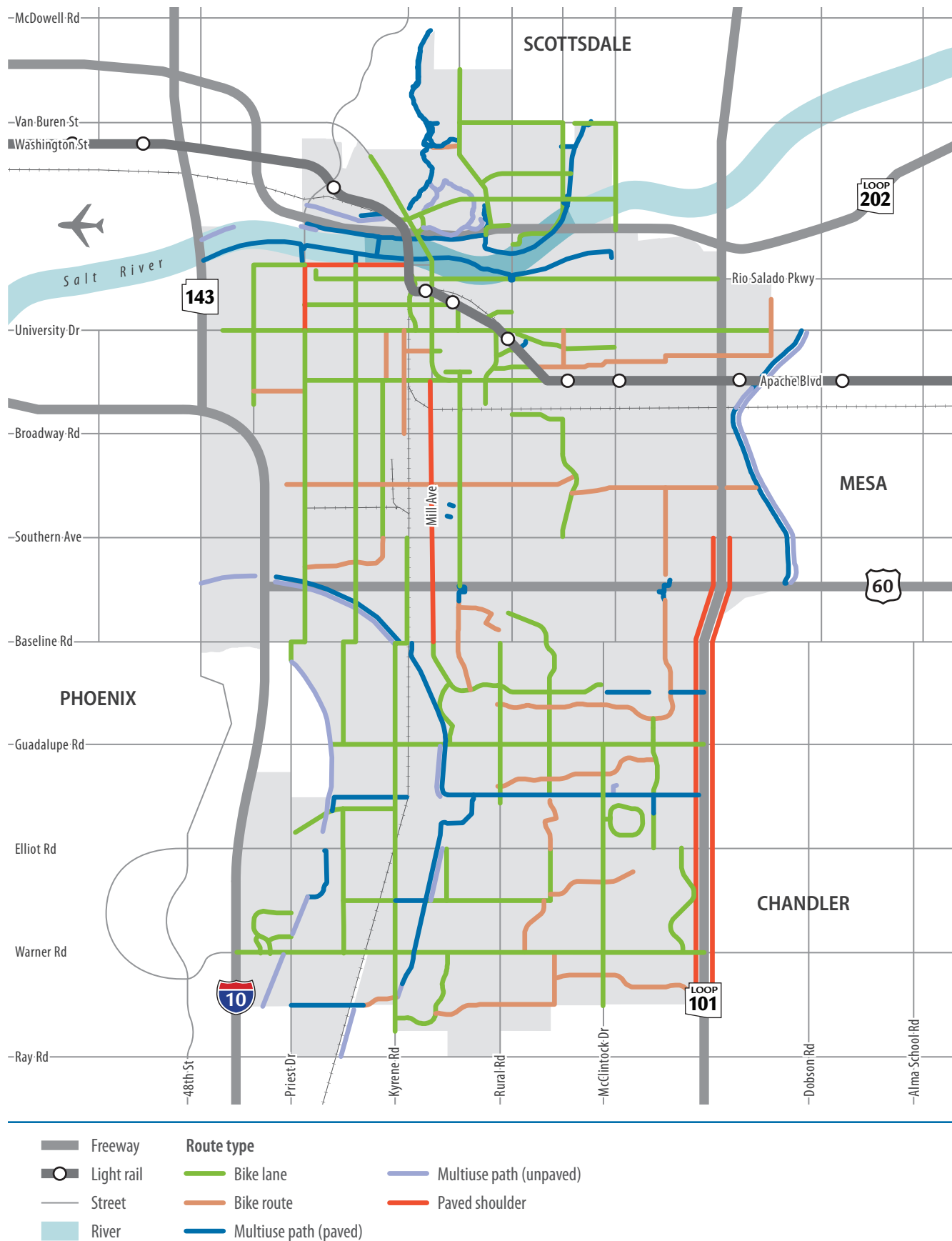
Bicycle Facilities

Tempe boasts over 175 miles of bicycle facilities which are generally divided into the following five categories: bicycle lanes, bicycle routes, paved multiuse paths, unpaved multiuse paths, and paved shoulders. Each of these facility types is described briefly on page 47. Figure 29 shows the existing bicycle network in Tempe.

In Tempe, 4.2 percent and 3.7 percent of residents bike and walk to work, respectively, far higher than the Maricopa County averages for these modes of 0.8 percent and 1.6 percent.



Figure 29: Bicycle Network



north
Source: MAG 2014

Bicycle Lanes

A bicycle lane is defined as a portion of a roadway that has been designated by striping, signage, and pavement markings for the preferential or exclusive use of bicycles. Bicycle lanes are a minimum of 4-feet wide. These facilities currently account for 52 percent of Tempe's bicycle network.

Bicycle Routes

A bicycle route is a segment of a system of bikeways designated by signage only and typically on residential streets only. These facilities currently account for 15 percent of Tempe's bicycle network.

Paved Multiuse Paths

A paved multiuse path is a facility completely separate from the roadway and motorized traffic that is designated for nonmotorized, mixed use. Paved multiuse paths are a minimum of 10-feet wide. These facilities currently account for 17 percent of Tempe's bicycle network.

Unpaved Multiuse Paths

An unpaved multiuse path is a facility completely separate from the roadway and motorized traffic that is designated for nonmotorized, mixed use. Unpaved multiuse paths are a minimum of 10-feet wide. These facilities currently account for 10 percent of Tempe's bicycle network.

Paved Shoulders

A paved shoulder is defined as an additional pavement width of at least 4-feet adjacent to a roadway that can help accommodate bicycles more safely. These facilities currently account for 6 percent of Tempe's bicycle network.

Pedestrian Facilities

The City of Tempe's pedestrian network, which is comprised of sidewalks, walkways, and multiuse paths, has been developed to encourage walking as a viable mode of transportation.

The City of Tempe's Public Works Department *Engineering Design Criteria Manual* outlines several design specifications aimed at facilitating and encouraging safe pedestrian travel. These include:

- Sidewalks are required adjacent to both sides of all City streets and must be 8-feet wide along arterial streets, 5-feet 6-inches wide on local streets, and 6-feet wide for all other streets.
- Pedestrian walkways shall be designed to provide a direct connection between the main building entrance to public sidewalks and transit stops. Landscaping plans shall be designed to provide shading to the pedestrian walkways.
- Pedestrian and transit user access to buildings is encouraged by locating buildings at the minimum setback at arterial to arterial intersections and arterial to collector intersections, or where transit service is provided or planned (all arterial and collector streets).

Tempe's bicycle network:

- 52% bicycle lanes
- 15% bicycle routes
- 17% paved multiuse paths
- 10% unpaved multiuse paths
- 6% paved shoulders

Bicycle and Pedestrian Performance

Bicycle Counts

Since 2011, the Tempe Bicycle Action Group (TBAG) has conducted annual counts to determine bicycle volumes at select locations throughout the City. The data collected helps determine bicycle travel patterns and areas where demand may warrant future improvements. The results of the 2013 TBAG bicycle counts are illustrated in Figure 30. Additionally, the Maricopa Association of Governments (MAG) recently completed a Valley-wide bicycle count study with several count locations in Tempe. The 2013 MAG bicycle counts are illustrated in Figure 31.



Figure 30: Bicycle Counts (TBAG)

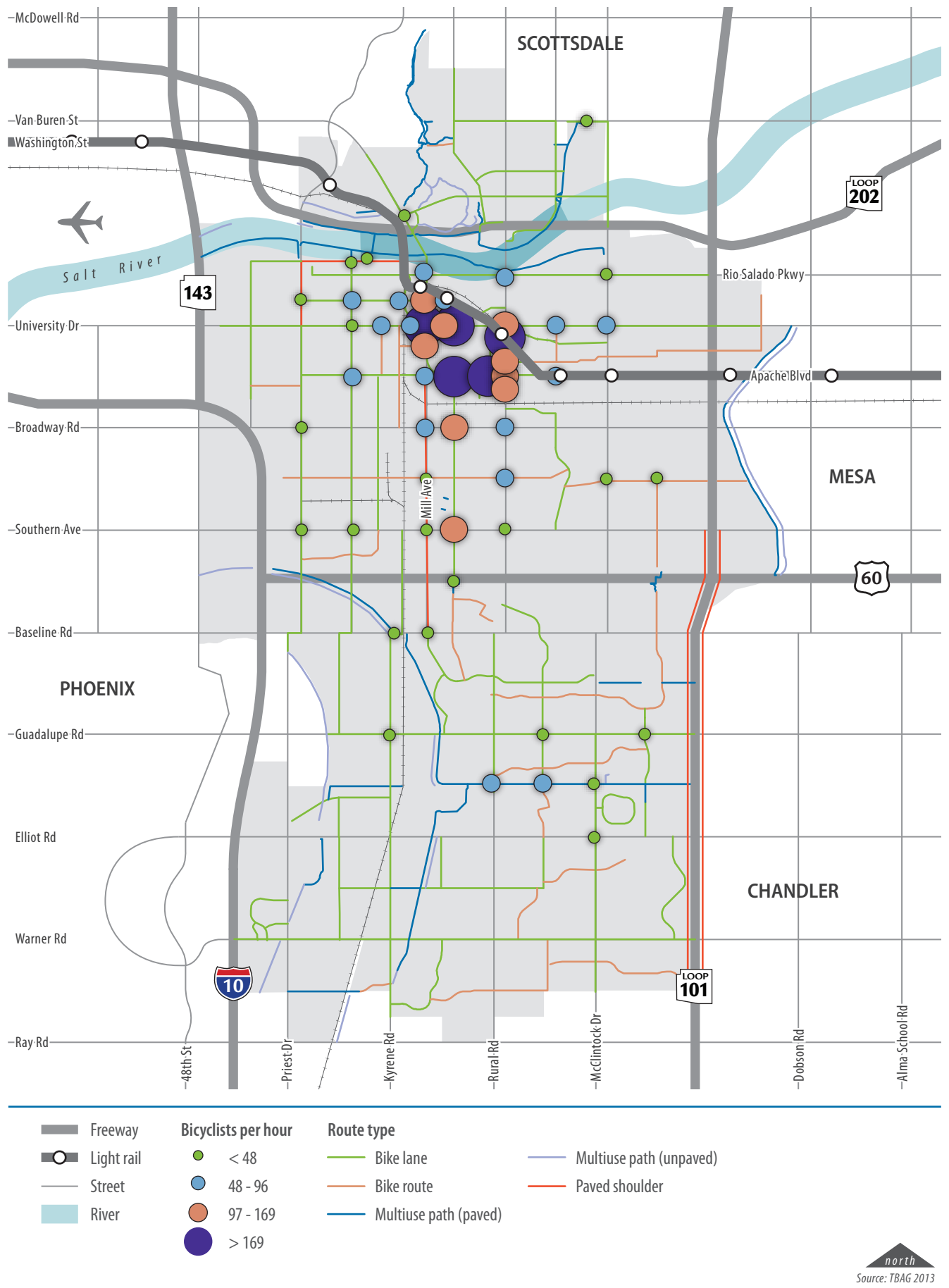
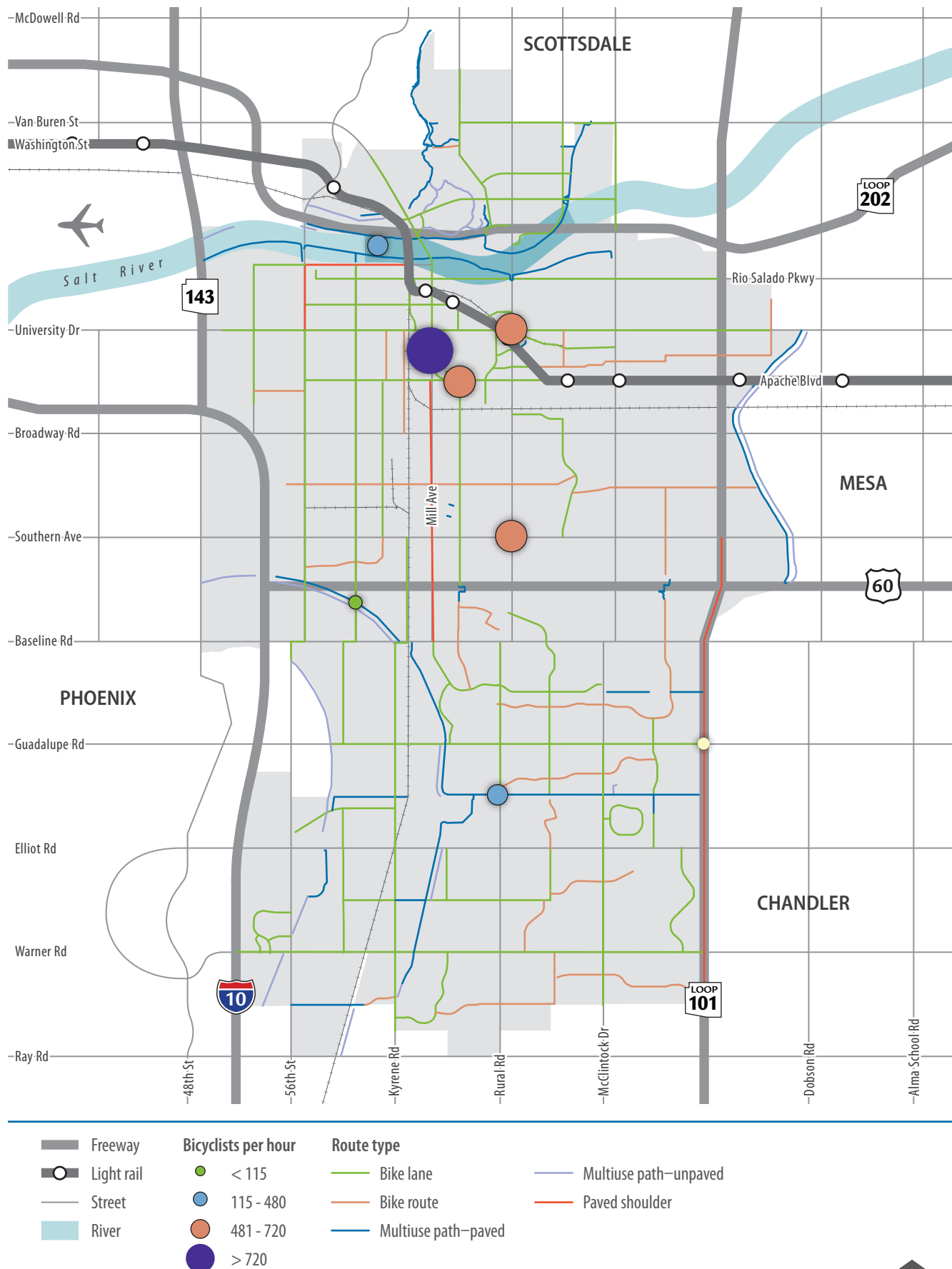


Figure 31: Bicycle Counts (MAG)



Bicycle Crashes

In the four year period from 2009 to 2012, 853 bicycle crashes were reported in Tempe. As depicted in Figure 32, a high number of crashes are clustered along the major arterial roads in the downtown Tempe and ASU Tempe Campus areas. The bicycle crash data was further analyzed to determine potential trends or patterns based on several criteria. Table 5 summarizes bicycle crashes by injury severity and includes the year-over-year change for each category. Figure 33 illustrates the distribution of bicycle crashes throughout hourly periods of the day and indicates that the greatest share of crashes occurs during the afternoon peak period (4 pm - 6 pm). Figure 34 illustrates bicycle crashes by month and indicates that crashes peak in the spring and fall and drop in the summer and winter.

Figure 32: Bicycle Crashes

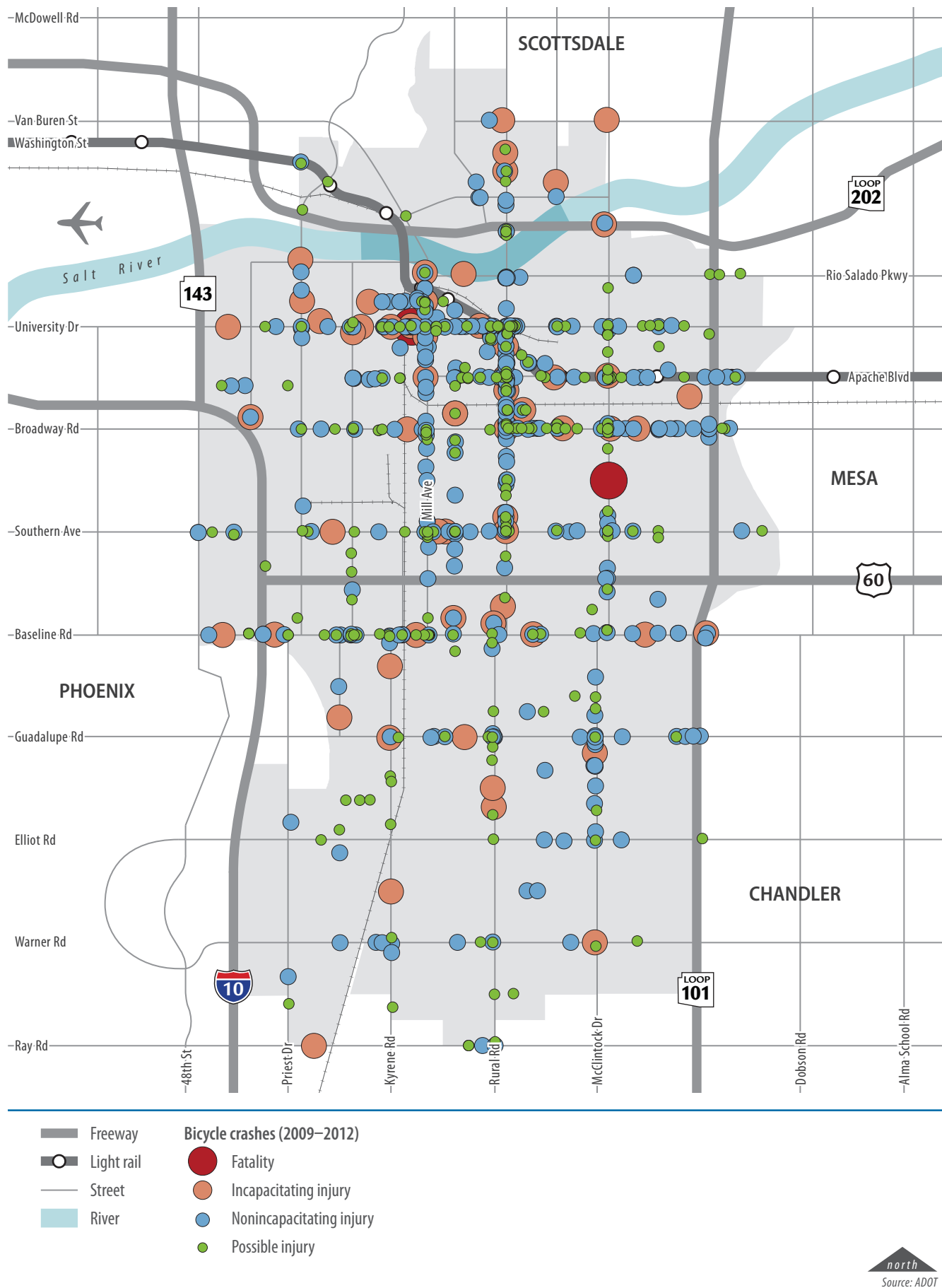
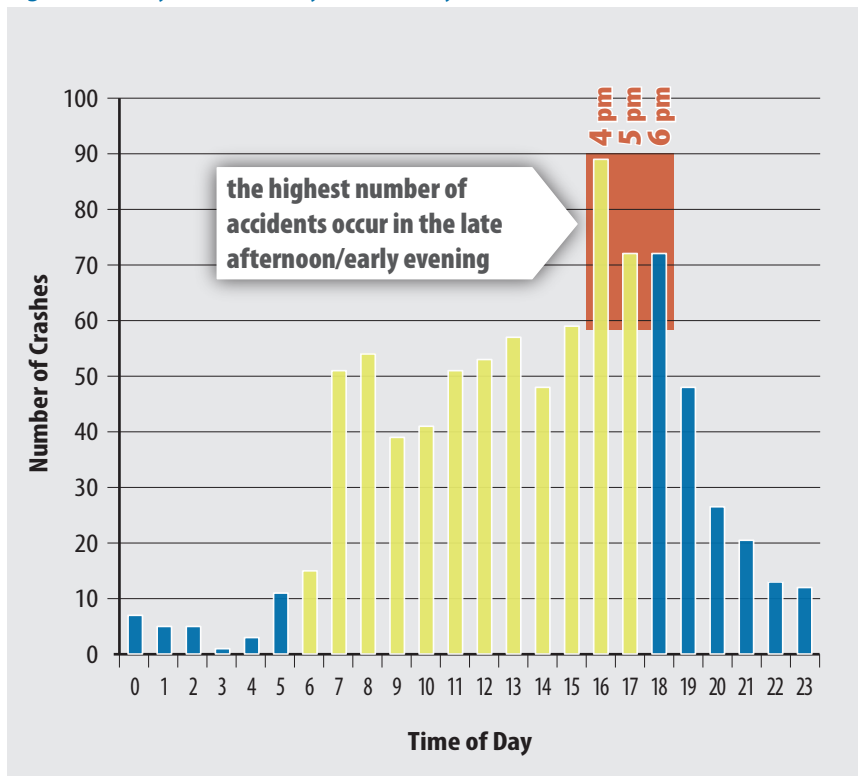


Table 5: Bicycle Crashes by Injury Severity

Injury Severity	2009	2010	Percent Change (%) 2009-2010	2011	Percent Change (%) 2010-2011	2012	Percent Change (%) 2011-2012
No Injury	31	45	45	42	-7	61	45
Possible Injury	54	55	2	72	31	76	6
Non-Incapacitating Injury	84	84	0	90	7	97	8
Incapacitating Injury	24	11	-54	15	36	10	-33
Fatal	0	2	—	0	-100	0	—
TOTAL	193	197	2	219	11	244	11

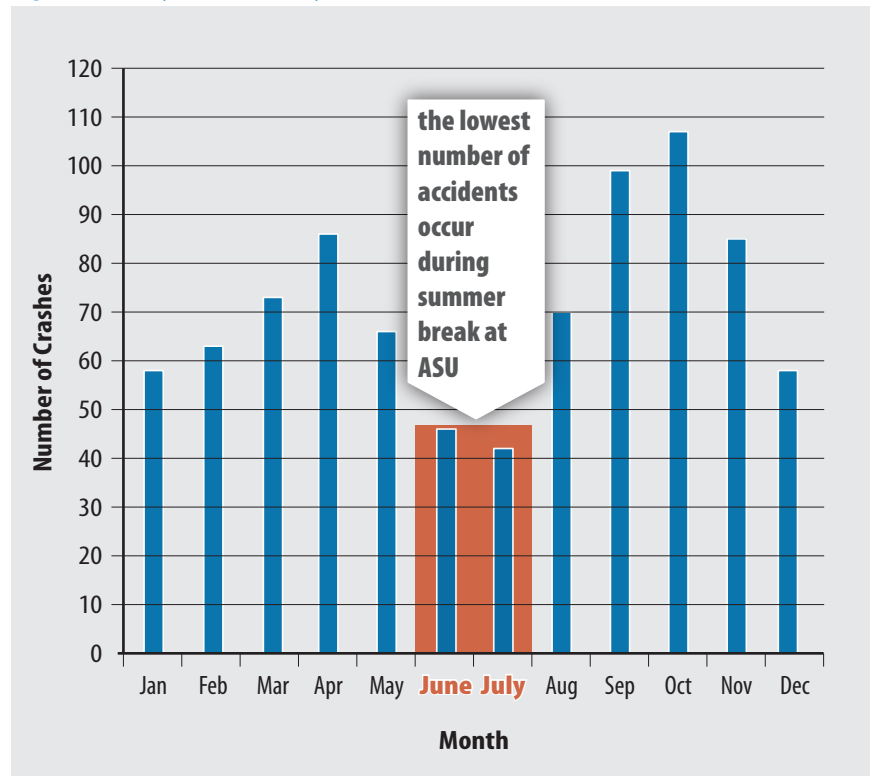
Source: Arizona Department of Transportation, 2009-2012

Figure 33: Bicycle Crashes by Time of Day



Source: Arizona Department of Transportation, 2009-2012

Figure 34: Bicycle Crashes by Month: 2009-2012



Source: Arizona Department of Transportation, 2009-2012

Pedestrian Crashes

In the four year period from 2009-2012, 327 pedestrian crashes were reported in Tempe. The location of these crashes is depicted in Figure 35. The pedestrian crash data was further analyzed to determine potential trends or patterns based on several criteria. Table 6 summarizes pedestrian crashes by severity and includes the year-over-year change for each category. Figure 36 depicts the distribution of pedestrian crashes throughout hourly periods of the day and indicates that the greatest share of crashes occur between 3 pm and 6 pm. Lastly, Figure 37 depicts pedestrian crashes by month and indicates a relatively steady occurrence of crashes throughout the year.

Figure 35: Pedestrian Crashes

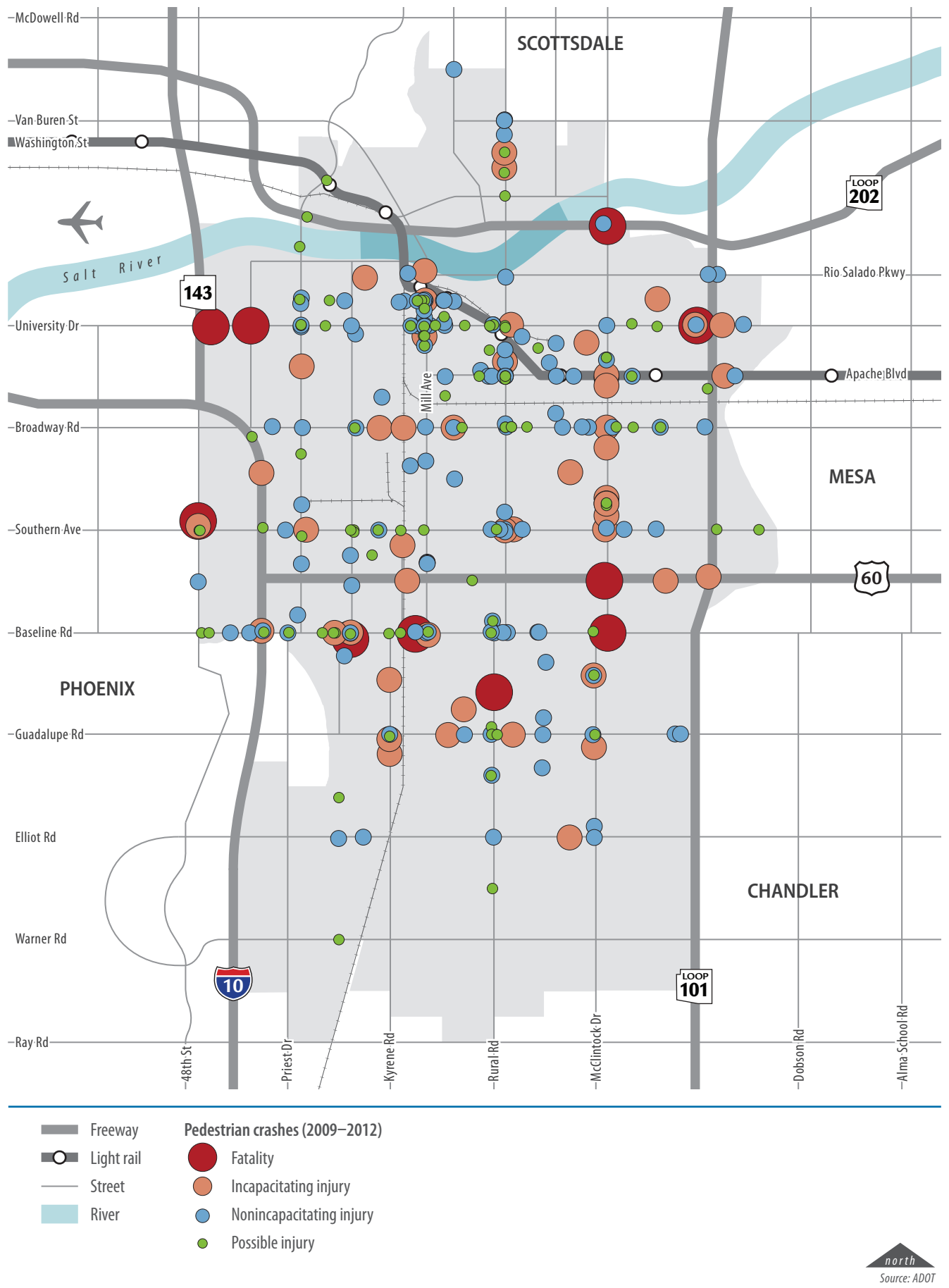
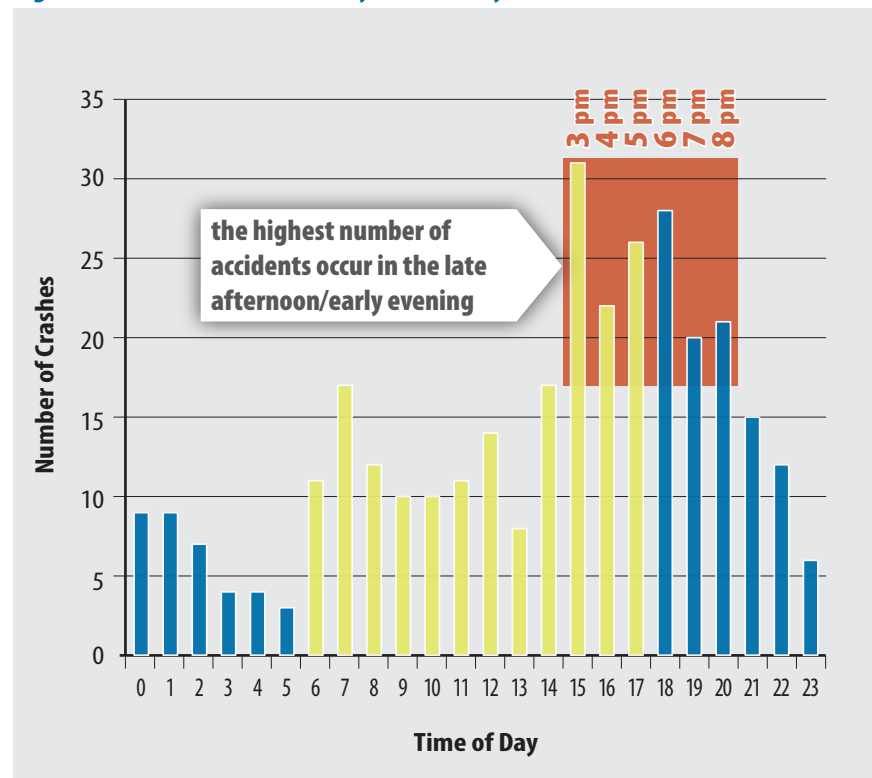


Table 6: Pedestrian Crashes by Injury Severity

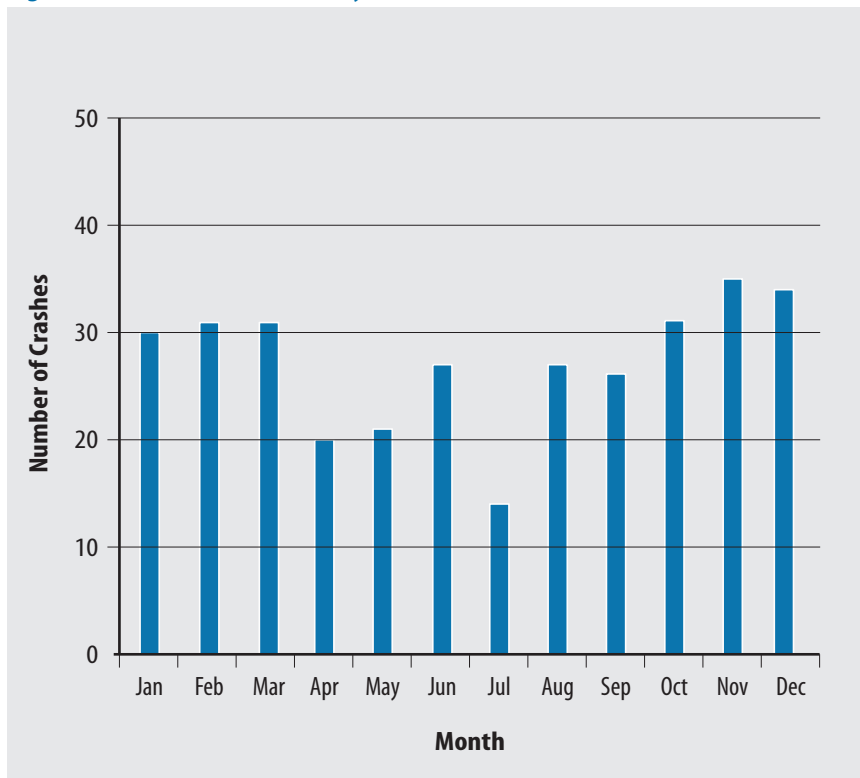
Injury Severity	2009	2010	Percent Change (%) 2009-2010	2011	Percent Change (%) 2010-2011	2012	Percent Change (%) 2011-2012
No Injury	11	8	-27	12	50	8	-33
Possible Injury	24	20	-17	26	30	24	-8
Non-Incapacitating Injury	24	35	46	38	9	36	-5
Incapacitating Injury	15	10	-33	12	20	14	17
Fatal	4	2	-50	4	100	0	-100
TOTAL	78	75	-4	92	23	82	-11

Source: Arizona Department of Transportation, 2009-2012

Figure 36: Pedestrian Crashes by Time of Day

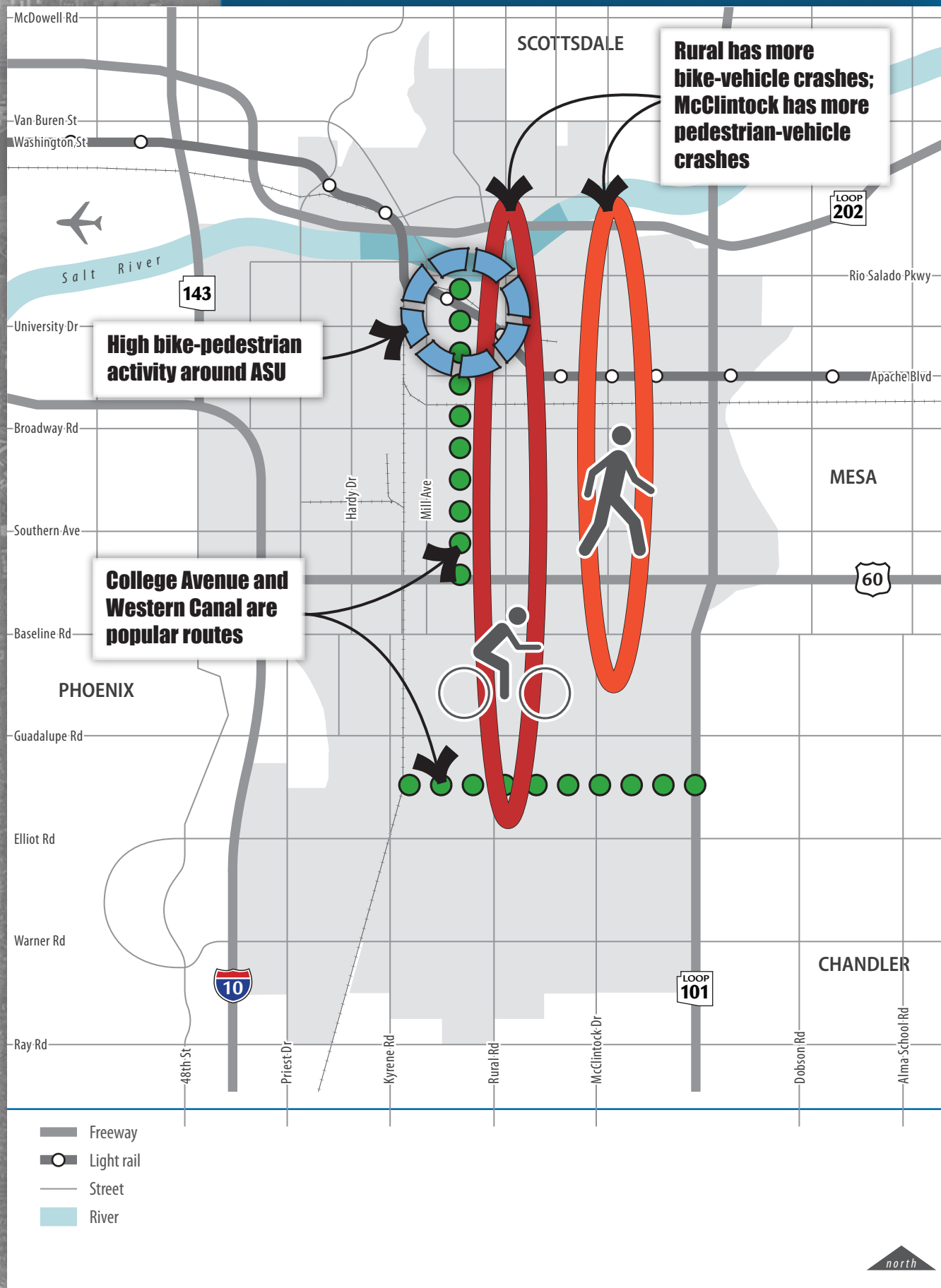
Source: Arizona Department of Transportation, 2009-2012

Figure 37: Pedestrian Crashes by Month: 2009-2012



Source: Arizona Department of Transportation, 2009-2012

Bicycle and Pedestrian Trends



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TRANSPORTATION SCENARIOS

The TMP includes short term (2020) and long term (2040) transportation scenarios, the latter of which correlates to the *General Plan 2040*.

The transportation scenarios are based on the results of a gap analysis performed using the existing conditions data. The purpose of the gap analysis is as follows:

- Analyze all modes together and identify gaps in the multi-modal transportation network
- Analyze the transportation network from the perspective of the user or passenger
- Use the results of this gap analysis to develop the transportation scenarios

The short term (2020) transportation scenario is focused on near term transportation improvements and optimizes the existing transportation network. The long term (2040) transportation scenario is focused on long term transportation improvements and serves as the build-out scenario that correlates to the *General Plan 2040*. Table 7 highlights the differences between the transportation scenarios.

Table 7: Transportation Scenarios

Short Term (2020)	Long Term (2040)
Focuses on near term transportation improvements	Focuses on long term transportation improvements
Optimizes existing transportation network	Correlates to <i>General Plan 2040</i>
Builds upon existing, planned, and programmed projects	Serves as build-out scenario
Identifies project list	Identifies project list
Includes project cost estimates	Does not include project cost estimates

The short term (2020) and long term (2040) transportation scenarios identify project lists which are grouped into the following transportation categories:

- Roadway
- Transit
- Bicycle/pedestrian

Roadway

This section includes the roadway projects for the short term (2020) and long term (2040) transportation scenarios. The types of roadway improvements include modifications to roadways and intersections, including:

- Capacity increases
- Lane reductions
- Safety improvements
- Bike lanes
- Streetscape improvements

Roadway (2020)

The recommended roadway improvements for the short term (2020) transportation scenario are shown in Figure 38 and Table 8. Highlights of the recommended roadway improvements include the following:

- Lane reductions on segments of Priest Drive, Broadway Road, Southern Avenue, and McClintock Drive
- Streetscape improvements on segments of University Drive, Broadway Road, Alameda Drive, Southern Avenue, and Mill Avenue
- Intersection safety improvements at high crash locations
- Completion of bike lane gaps at intersections throughout Tempe

Roadway (2040)

The recommended roadway improvements for the long term (2040) transportation scenario are shown in Figure 39 and Table 9. Highlights of the recommended roadway improvements include the following:

- Lane reduction on segments of Baseline Road and Rural Road
- Streetscape improvements on segments of Rural Road, McClintock Road, and Curry Road
- I-10 HOV direct access connections

Figure 38: Recommended Roadway Improvements 2020

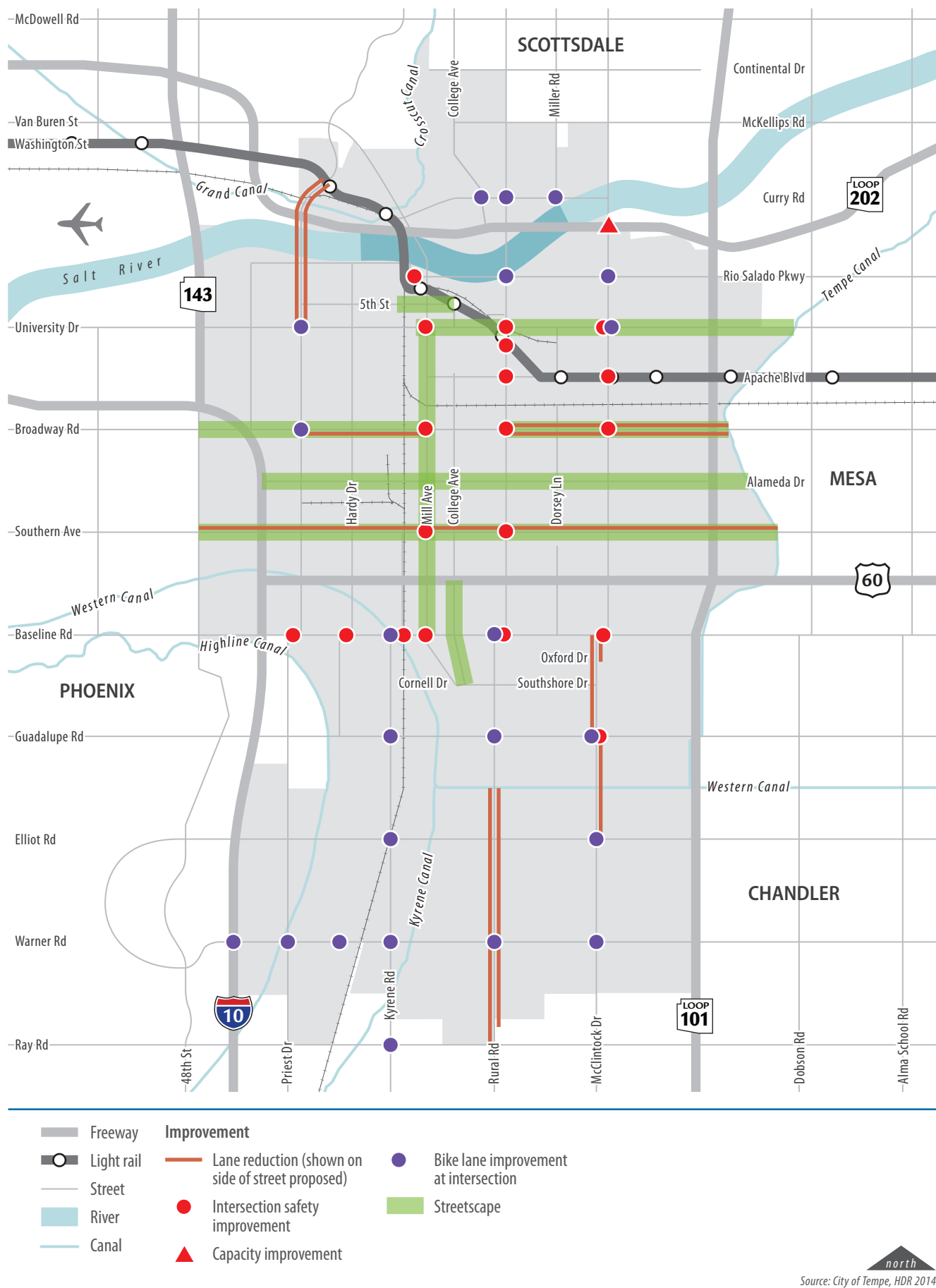


Table 8: Recommended Roadway Improvements 2020

PROJECT		TYPE	DESCRIPTION	COST (\$1,000)
Roadway Segment				
Curry	Mill – College	Bicycle	Add buffered bicycle lanes or protected bicycle lane	56
	Miller – McClintock	Bicycle	Add bicycle lanes	25
5th St	Farmer – College/Veterans Way	Streetscape	Streetscape (pedestrian, bicycle, transit, landscape, parking)	2,750
University	Ash – McClintock	Streetscape	Streetscape (pedestrian, bicycle, transit, landscape)	10,000
	McClintock – Tempe Canal	Streetscape	Streetscape (pedestrian, bicycle, transit, landscape)	8,750
Broadway	Priest – Mill	Lane reduction	Lane reduction (eliminate one EB lane)	*
	Priest – Mill	Bicycle	Add bicycle lanes	*
	48th St – Mill	Streetscape	Streetscape (pedestrian, bicycle, transit, landscape)	6,250
	Rural – Tempe Canal	Lane reduction	Lane reduction (eliminate one EB lane and WB lane)	*
	Rural – Tempe Canal	Bicycle	Add buffered bicycle lanes or protected bicycle lane	220
	Rural – Tempe Canal	Streetscape	Streetscape (pedestrian, bicycle, transit, landscape)	11,000
	I-10 – Tempe Canal	Streetscape	Streetscape (pedestrian, bicycle, transit, landscape)	25,000
Southern	48th St – Tempe Canal	Lane reduction	Lane reduction (eliminate one WB lane)	*
	48th St – Tempe Canal	Bicycle	Add buffered bicycle lanes or protected bicycle lane	375
	48th St – Tempe Canal	Streetscape	Streetscape (pedestrian, bicycle, transit, landscape)	25,000
Priest	Washington – Rio Salado	Lane reduction	Lane reduction (eliminate one NB and SB lane)	75
	Washington – Rio Salado	Bicycle	Add buffered bicycle lanes or protected bicycle lane	75
	Rio Salado – University	Lane reduction	Lane reduction (eliminate one NB and SB lane)	38
	Rio Salado – University	Bicycle	Add buffered bicycle lanes or protected bicycle lane	38
Mill	University – Baseline	Bicycle	Add bicycle lanes	*
	University – Baseline	Streetscape	Streetscape (pedestrian, bicycle, transit, landscape)	15,000
College	US 60 – Cornell	Streetscape	Streetscape (pedestrian, bicycle, transit, landscape)	5,000
Rural	Western Canal – Ray	Lane reduction	Lane reduction (eliminate one NB lane and SB lane)	250
McClintock	Loop 202 – Southern	Bicycle	Add bicycle lanes	300
	Baseline – Oxford	Lane reduction	Lane reduction (eliminate one NB lane and SB lane)	25
	Oxford – Guadalupe	Lane reduction	Lane reduction (eliminate one SB lane)	37
	Guadalupe – Elliot	Lane reduction	Lane reduction (eliminate one NB lane)	50

** in streetscape*

PROJECT	TYPE	DESCRIPTION	COST (\$1,000)	PROJECT	TYPE	DESCRIPTION	COST (\$1,000)
Intersection				Intersection			
Rio Salado/Ash	Safety	Intersection improvements	100	Rio Salado/Rural	Bicycle	Complete bicycle lane	25
Rural/University	Safety	Safety improvements	100	Rio Salado/McClintock	Bicycle	Complete bicycle lane	25
Rural/Terrace	Safety	Safety improvements	100	University/McClintock	Bicycle	Complete bicycle lane	25
Rural/Apache	Safety	Safety improvements	100	Guadalupe/Kyrene	Bicycle	Complete bicycle lane	25
Rural/Broadway	Safety	Safety improvements	100	Guadalupe/Rural	Bicycle	Complete bicycle lane	25
Rural/Southern	Safety	Safety improvements	100	Guadalupe/McClintock	Bicycle	Complete bicycle lane	25
McClintock/University	Safety	Safety improvements	100	Warner/I-10	Bicycle	Complete bicycle lane	25
McClintock/Apache	Safety	Safety improvements	100	Warner/Priest	Bicycle	Complete bicycle lane	25
McClintock/Broadway	Safety	Safety improvements	100	Warner/Hardy	Bicycle	Complete bicycle lane	25
McClintock/Guadalupe	Safety	Safety improvements	100	Warner/Kyrene	Bicycle	Complete bicycle lane	25
Mill/University	Safety	Safety improvements	100	Warner/Rural	Bicycle	Complete bicycle lane	25
Mill/Broadway	Safety	Safety improvements	100	Warner/McClintock	Bicycle	Complete bicycle lane	25
Mill/Southern	Safety	Safety improvements	100	Priest/University	Bicycle	Complete bicycle lane	25
Baseline/Priest	Safety	Safety improvements	100	Priest/Broadway	Bicycle	Complete bicycle lane	25
Baseline/Hardy	Safety	Safety improvements	100	College/Curry	Bicycle	Complete bicycle lane	25
Baseline/Kyrene	Safety	Safety improvements	100	Kyrene/Baseline	Bicycle	Complete bicycle lane	25
Baseline/Mill	Safety	Safety improvements	100	Kyrene/Elliot	Bicycle	Complete bicycle lane	25
Baseline/Rural	Safety	Safety improvements	100	Kyrene/Ray	Bicycle	Complete bicycle lane	25
Baseline/McClintock	Safety	Safety improvements	100	Rural/Baseline	Bicycle	Complete bicycle lane	25
McClintock/Loop 202	Capacity increase	Add second NB left turn lane	25	McClintock/Elliot	Bicycle	Complete bicycle lane	25
Curry/Rural	Bicycle	Complete bicycle lane	25	McClintock/Warner	Bicycle	Complete bicycle lane	25
Curry/Miller	Bicycle	Complete bicycle lane	25				

Figure 39: Recommended Roadway Improvements 2040

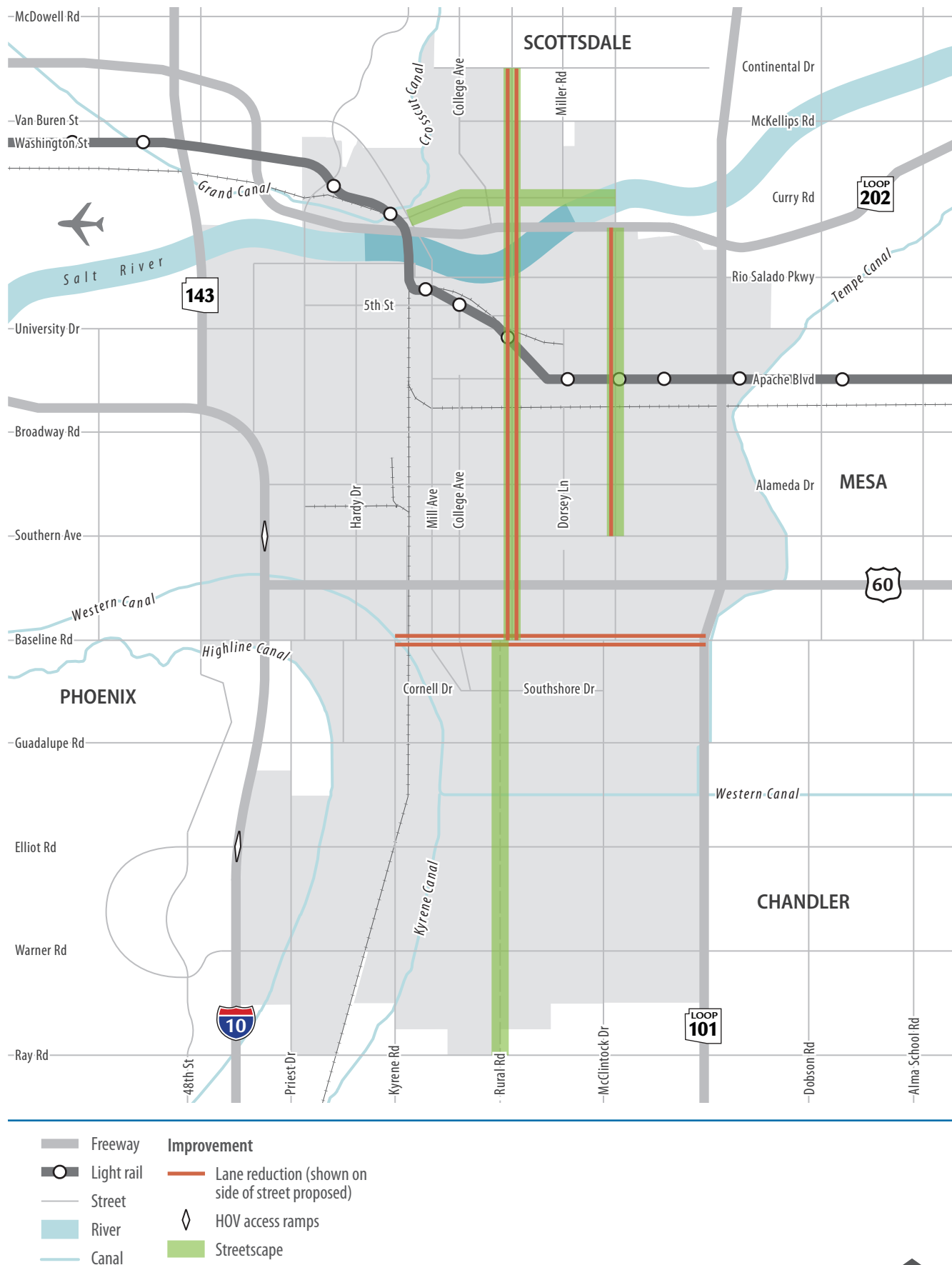


Table 9: Recommended Roadway Improvements 2040

PROJECT		TYPE	DESCRIPTION
Roadway Segment			
Curry	Mill – McClintock	Streetscape	Streetscape (pedestrian, bicycle, transit, landscape)
Baseline	Kyrene – Loop 101	Lane reduction	Lane reduction (eliminate one EB and WB lane)
	Kyrene – Loop 101	Bicycle	Add buffered bicycle lanes or protected bicycle lane
Scottsdale	Continental – Tempe Town Lake	Bicycle	Add bicycle lanes
	Continental – Tempe Town Lake	Streetscape	Streetscape (pedestrian, bicycle, transit, landscape)
Rural	Continental – University	Lane reduction	Lane reduction (eliminate one NB and SB lane)
	Tempe Town Lake – University	Bicycle	Add bicycle lanes
	Tempe Town Lake – University	Streetscape	Streetscape (pedestrian, bicycle, transit, landscape)
	University – Baseline	Lane reduction	Lane reduction (eliminate one NB and SB lane)
	University – Baseline	Bicycle	Add bicycle lanes
	University – Baseline	Streetscape	Streetscape (pedestrian, bicycle, transit, landscape)
	Baseline – Ray	Bicycle	Add bicycle lanes
	Baseline – Ray	Streetscape	Streetscape (pedestrian, bicycle, transit, landscape)
McClintock	Loop 202 – Southern	Streetscape	Streetscape (pedestrian, bicycle, transit, landscape)
	Loop 202 – Southern	Roadway	Lane reduction (eliminate one SB lane)
Loop 101 Frontage Roads	Loop 202 – US 60	Bicycle	Add protected bicycle lane
UPRR	@ Rural	Grade-separated crossing	Rural grade separated
I-10	Ray – 44th Street	HOV direct access	HOV direct access from reconfigured I-10

Streetscape

The term streetscape can encompass many types of facilities for all modes of travel. The range of improvements could include any of the following:

- ▶ restripe pavements markings to include bicycle lanes
- ▶ restripe pavement markings to include a bicycle lane buffer
- ▶ move the curbs inward to narrow the street cross section, freeing up room for wider sidewalks or wider planting areas
- ▶ sidewalk improvements
- ▶ bicycle lane improvements
- ▶ planting area improvements

Broadway Road (for example)



Source: City of Tempe, Parsons Brinckerhoff

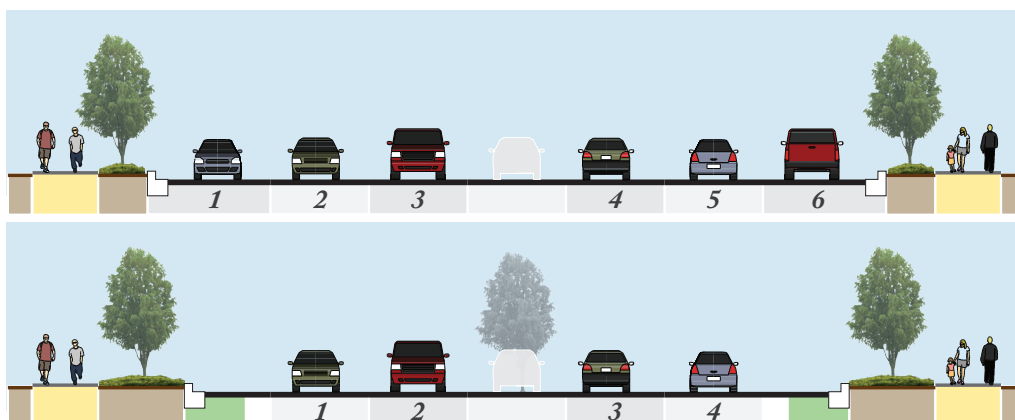
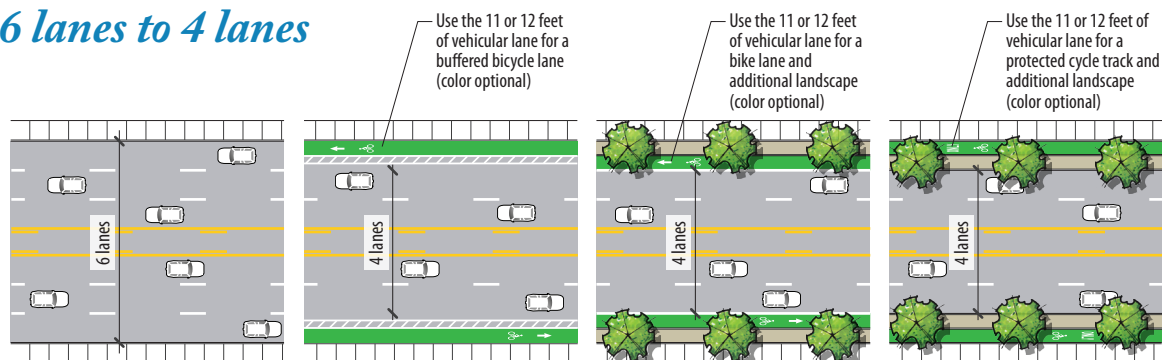


Source: City of Tempe, Kimley-Horn

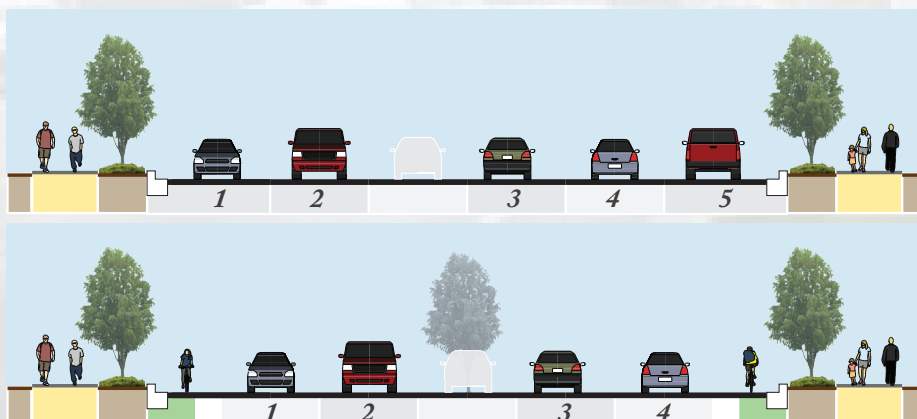
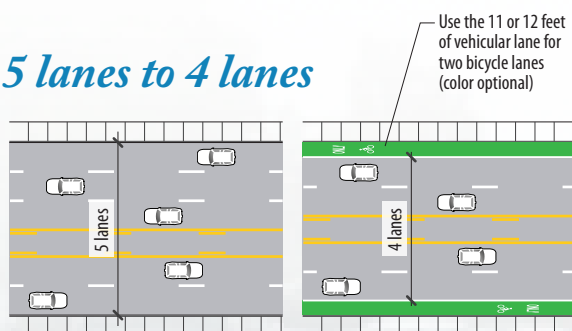
College Avenue



6 lanes to 4 lanes



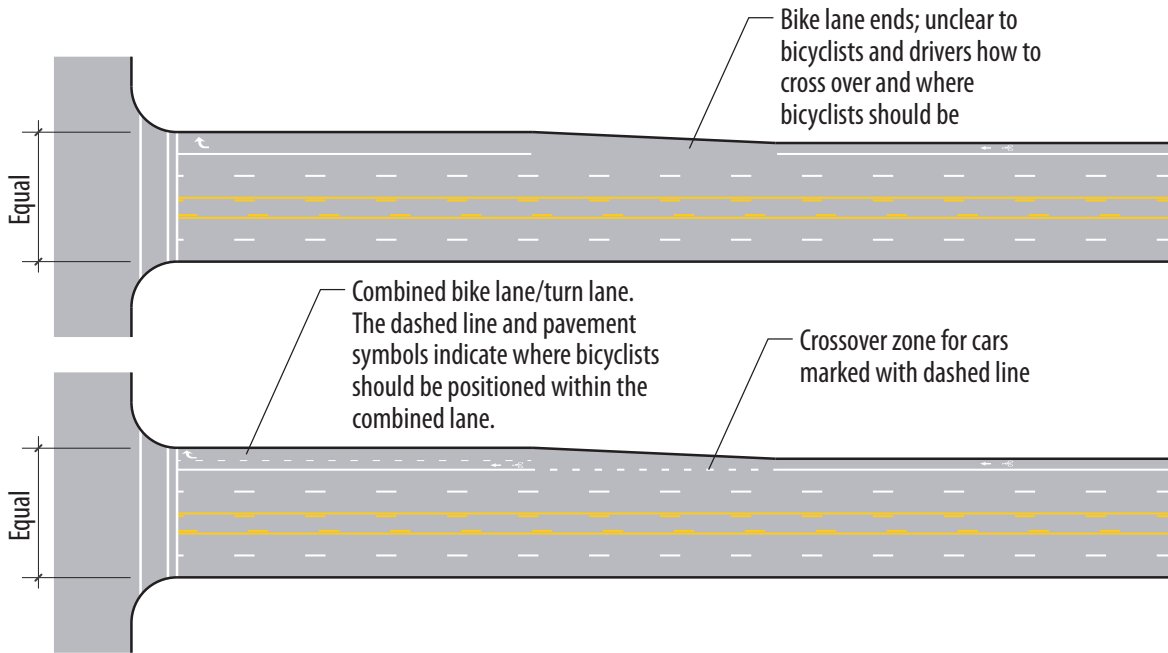
5 lanes to 4 lanes



Repurpose Vehicular Lanes

Where traffic level of service will not be significantly impacted by removing a vehicular lane, the area used by that lane or lanes can be used instead for bicycle lanes, increased planting areas, wider sidewalks, or other desired nonmotorized facilities or amenities.

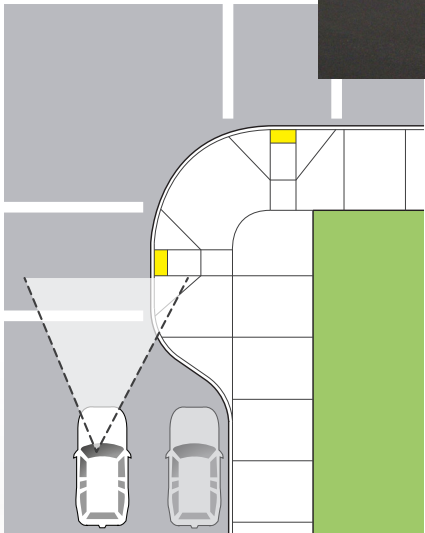
Safety Improvements



Bicycle Lane Improvements

Several intersections in the city have bicycle lanes approaching from two or four directions but the bike lanes drop just short of the intersection, leaving some bicyclists and motorists unsure of how to proceed and who has the right of way. In some cases, this situation can be corrected with simple remarking of the pavement to include a combined bike lane/turn lane with a crossover zone.





Curb Extensions

Curb extensions can be added to small and large intersections. They visually and physically narrow the roadway to create shorter crossings for pedestrians. In most cases they also increase the available space for street furniture and landscape.

Universal Mobility

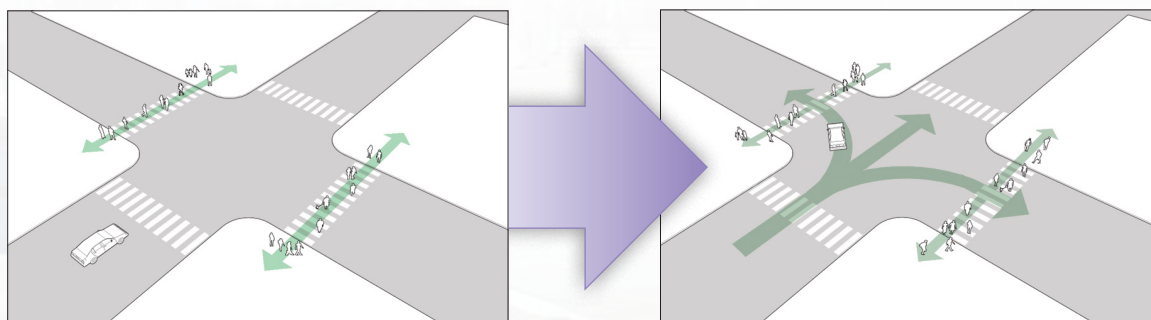
As intersections and streetscapes are improved, all current best practices for aiding the physically challenged should be considered for inclusion. New technologies and equipment are being developed and made available for installation. Improvements that aid the physically challenged almost always assist other users.

The list of possible improvements include:

- ▶ audible signals
- ▶ push button locator tones
- ▶ tactile intersection maps (see below)
- ▶ Braille signs
- ▶ extended button press
- ▶ directional ramps with tactile domes
- ▶ improved wheelchair accessibility at bus stops
- ▶ curb extensions to reduce crossing distance
- ▶ median refuge areas
- ▶ leading pedestrian interval signalization (see below)

Leading Pedestrian Interval Signalization

Leading pedestrian interval signals are used at intersection where there are both high pedestrian volumes and high vehicular turning volumes. The signalization displays a WALK symbol for pedestrians for 3 to 7 seconds or more before the signal turns green for traffic. This provides time for pedestrians to either clear the crossing or enhance their visibility to turning vehicles.

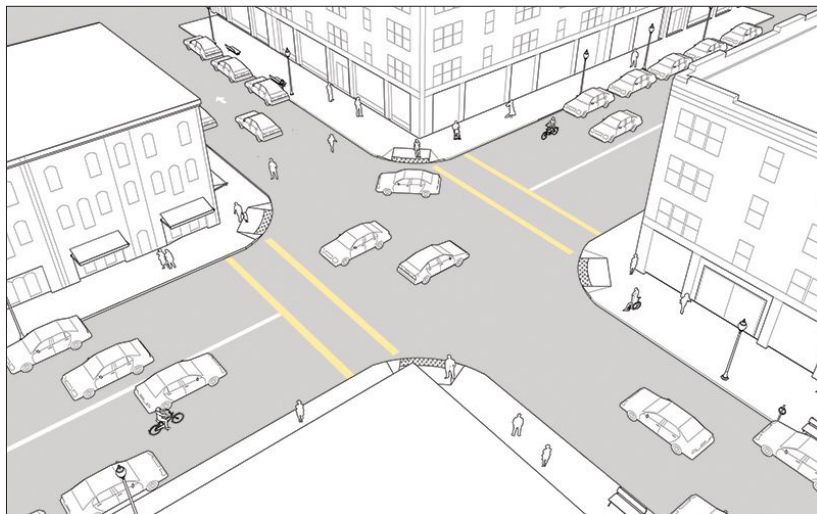


Source: NACTO

Tactile Intersection Map

Tactile intersection maps are raised schematic maps that show what pedestrians will encounter as they negotiate the crosswalk controlled by that push button.





Intersection Improvements

The intersection improvements diagrammed in these figures from National Association of City Transportation Officials (NACTO) include curb extensions to reduce crossing distance, directional ramps with tactile domes, high visibility crosswalk markings, and vehicular stop bars set back from the crosswalk.



Source: NACTO

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Transit

This section includes the transit projects for the short term (2020) and long term (2040) transportation scenarios. The types of transit improvements include the following:

- High capacity transit
- Local and express bus service
- Circulators
- Transit facilities
- Streetscape improvements

Transit (2020)

The recommended transit improvements for the short term (2020) transportation scenario are shown in Figure 40 and Table 10. Highlights of the recommended transit improvements include the following:

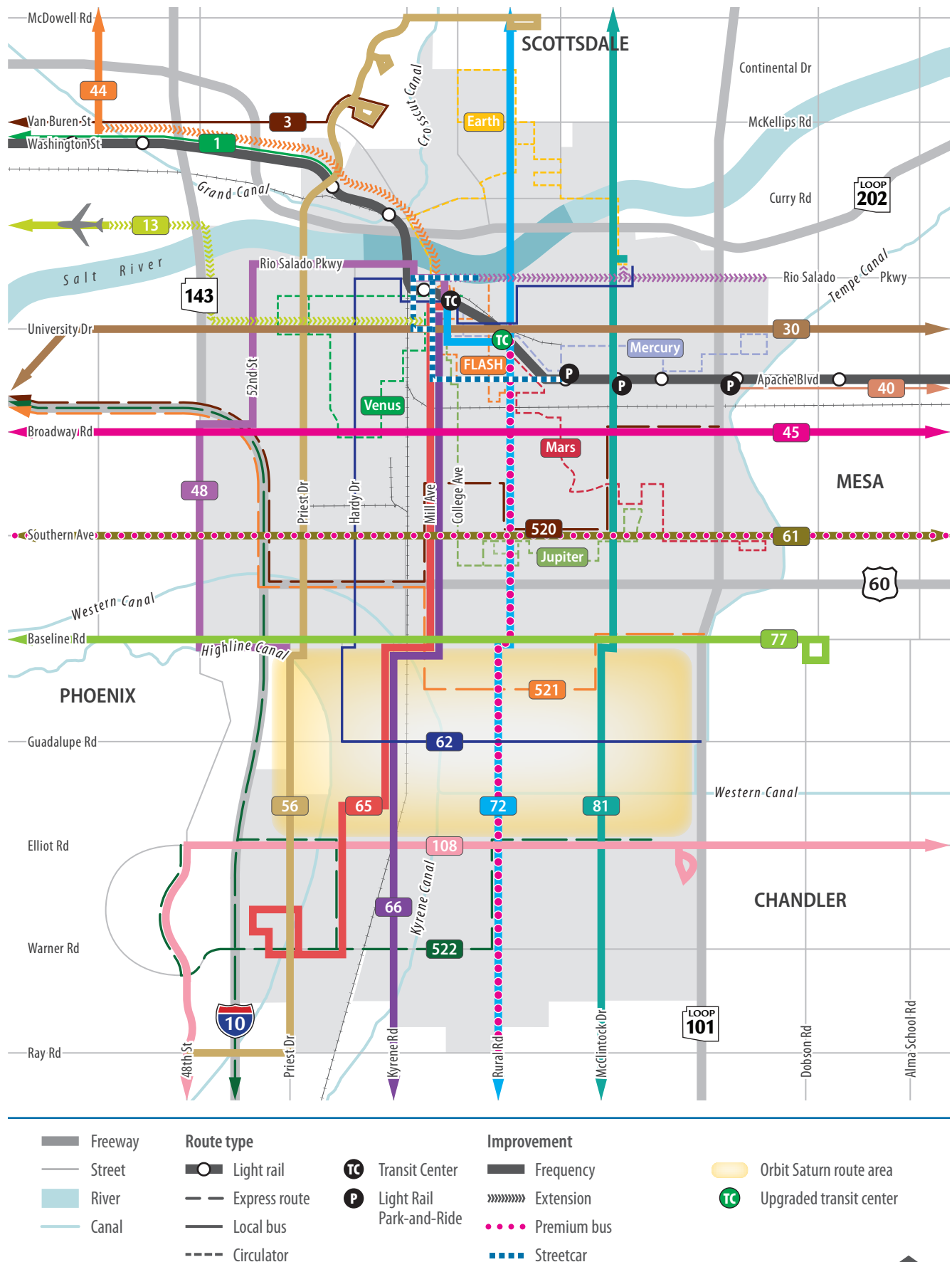
- Premium bus service on Rural Road and Southern Avenue
- Tempe Streetcar starter line
- Weekday bus service increases on Routes 45 (Broadway), 48 (48th Street/Rio Salado), 56 (Priest), 61 (Southern), 72 (Rural) and 77 (Baseline)
- Orbit Saturn circulator in South Tempe
- Improvements to Rural/University Transit Center

Transit (2040)

The recommended transit improvements for the long term (2040) transportation scenario are shown in Figure 41 and Table 11. Highlights of the recommended transit improvements include the following:

- High capacity transit on Rural Road between the Scottsdale border and Baseline Road
- Tempe Streetcar system
- Second Orbit circulator in South Tempe
- All bus routes meet Tempe and/or Valley Metro service standards
- Future transit facility in South Tempe

Figure 40: Recommended Transit Improvements 2020

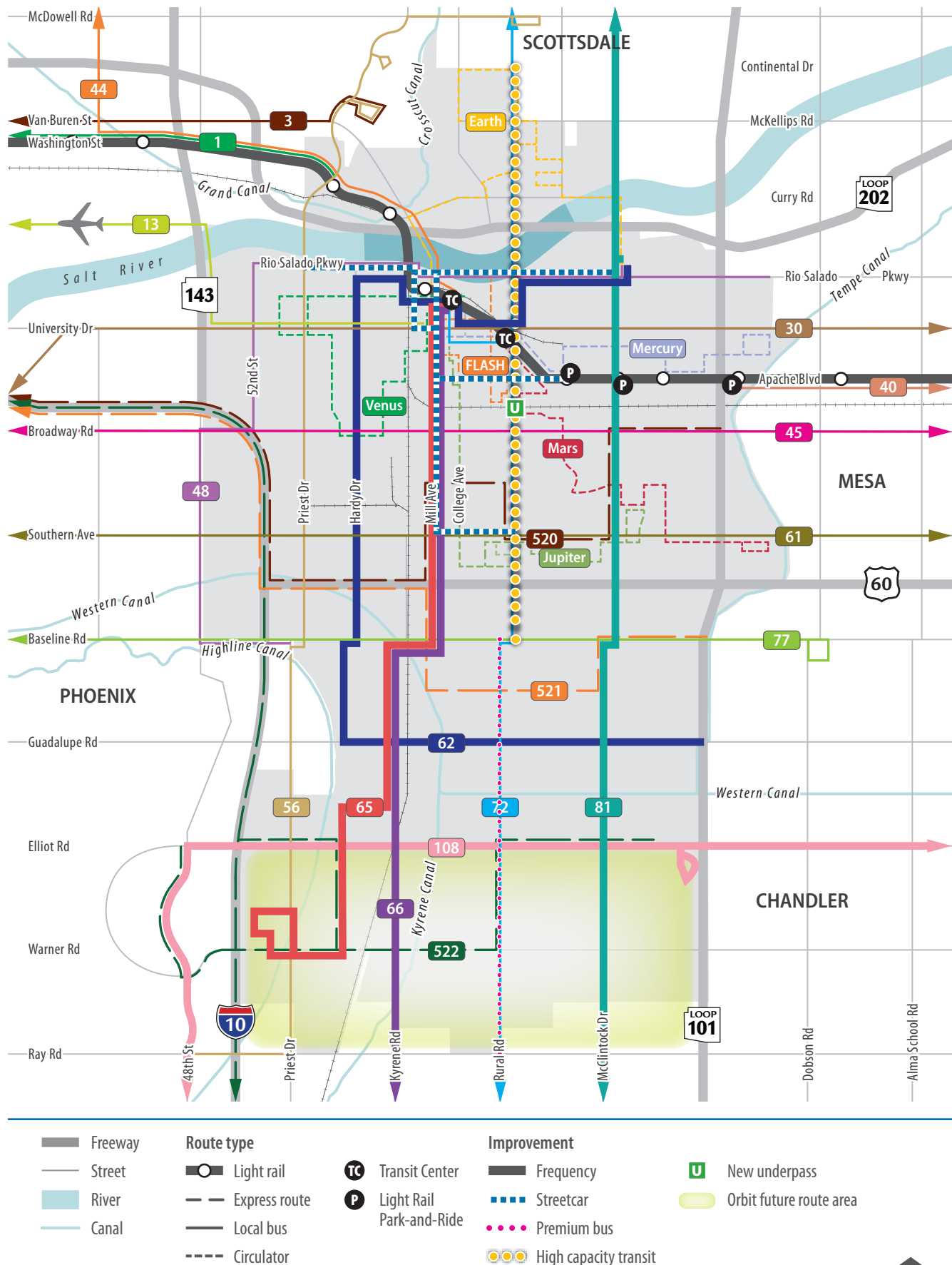


Source: City of Tempe, HDR 2014

Table 10: Recommended Transit Improvements 2020

PROJECT		TYPE	DESCRIPTION	COST (\$1,000)
High Capacity Transit				
Tempe Streetcar Starter		Streetcar	Rio Salado, Mill/Ash, and Apache (adopted LPA)	3,100 - 4,000
Rural		Premium Bus	University/Rural TC to Tempe/Chandler border	803
Southern		Premium Bus	Tempe/Phoenix border to Tempe/Mesa border	510
Local Bus				
30	University	Increase frequency	30 min Sun	70
45	Broadway	Increase frequency	10 min weekday peak	235
48	48th St/Rio Salado	Increase frequency	15 min weekday peak	421
	48th St/ Rio Salado	Extend route	Connect with Route 96	247
56	Priest	Increase frequency	10 min weekday peak	459
61	Southern	Increase frequency	10 min weekday peak	255
65	Mill/Kyrene	Increase frequency	30 min Sat/Sun	456
66	Mill/Kyrene	Increase frequency	30 min Sat/Sun	504
72	Scottsdale/Rural	Increase frequency	10 min weekday peak/day	1,090
	Scottsdale/Rural	Increase frequency	20 min Sat/Sun	188
77	Baseline	Increase frequency	15 min weekday peak	255
81	Hayden/McClintock	Increase frequency	30 min Sat/Sun	408
108	Elliot	Increase frequency	30 min Sat/Sun	216
Circulator				
Orbit	Saturn	Circulator	To be determined	1,200

Figure 41: Recommended Transit Improvements 2040



Source: City of Tempe, HDR 2014

Table 11: Recommended Transit Improvements 2040

PROJECT		TYPE	DESCRIPTION
High Capacity Transit			
Tempe Streetcar System		Streetcar	System Plan
High Capacity Transit	Rural	High Capacity Transit	University/Rural TC to Baseline Road
	Rural/Scottsdale	High Capacity Transit	University/Rural TC to Tempe/Scottsdale border
Local Bus			
62	Hardy/Guadalupe	Increase frequency	15 min weekday peak
65	Mill/Kyrene	Increase frequency	20 min weekday peak
66	Mill/Kyrene	Increase frequency	20 min weekday peak
81	Hayden/McClintock	Increase frequency	10 min weekday peak
108	Elliot	Increase frequency	15 min weekday peak
Circulator			
Orbit	South Tempe 2	Circulator	To be determined
Transit Facility			
Transit Center	South Tempe (or P&R)	New facility	To be determined

Tempe Streetcar

Tempe Streetcar Route and Stop Locations



Source: City of Tempe, Valley Metro Rail

Tempe Streetcar Vision (Future Phases)



Source: City of Tempe, Valley Metro Rail

Bicycle/Pedestrian

This section includes the bicycle/pedestrian projects for the short term (2020) and long term (2040) transportation scenarios. The types of bicycle/pedestrian improvements include the following:

- Bike lanes
- Buffered or protected bike lanes
- Bicycle boulevards
- Bicycle/pedestrian crossings
- Multiuse paths
- Streetscape

Bicycle/Pedestrian (2020)

The recommended bicycle/pedestrian improvements for the short term (2020) transportation scenario are shown in Figure 42 and Table 12. Highlights of the recommended bicycle/pedestrian improvements include the following:

- Bike lanes on segments of McClintock Drive and Mill Avenue
- Buffered or protected bike lanes on segments of Curry Road, Broadway Road, Southern Avenue, and Priest Drive
- Bicycle boulevards
- Crossings (at-grade and grade separated)
- Completion of bike lane gaps at intersections throughout Tempe
- Multiuse paths on canals, adjacent to railroads, and along Rio Salado
- Implement BIKEiT wayfinding program

Bicycle/Pedestrian (2040)

The recommended bicycle/pedestrian improvements for the long term (2040) transportation scenario are shown in Figure 43 and Table 13. Highlights of the recommended bicycle/pedestrian improvements include the following:

- Bike lanes on segments of Rural Road and McClintock Drive
- Buffered or protected bike lanes on segments of Baseline Road and Price Road
- Crossings (at-grade and grade separated)
- Completion of multiuse path system

Figure 44 illustrates the future nonmotorized improvements in relation to Tempe's public schools. Figure 45 illustrates the BIKEiT routes.

Figure 42: Recommended Bicycle/Pedestrian Improvements 2020

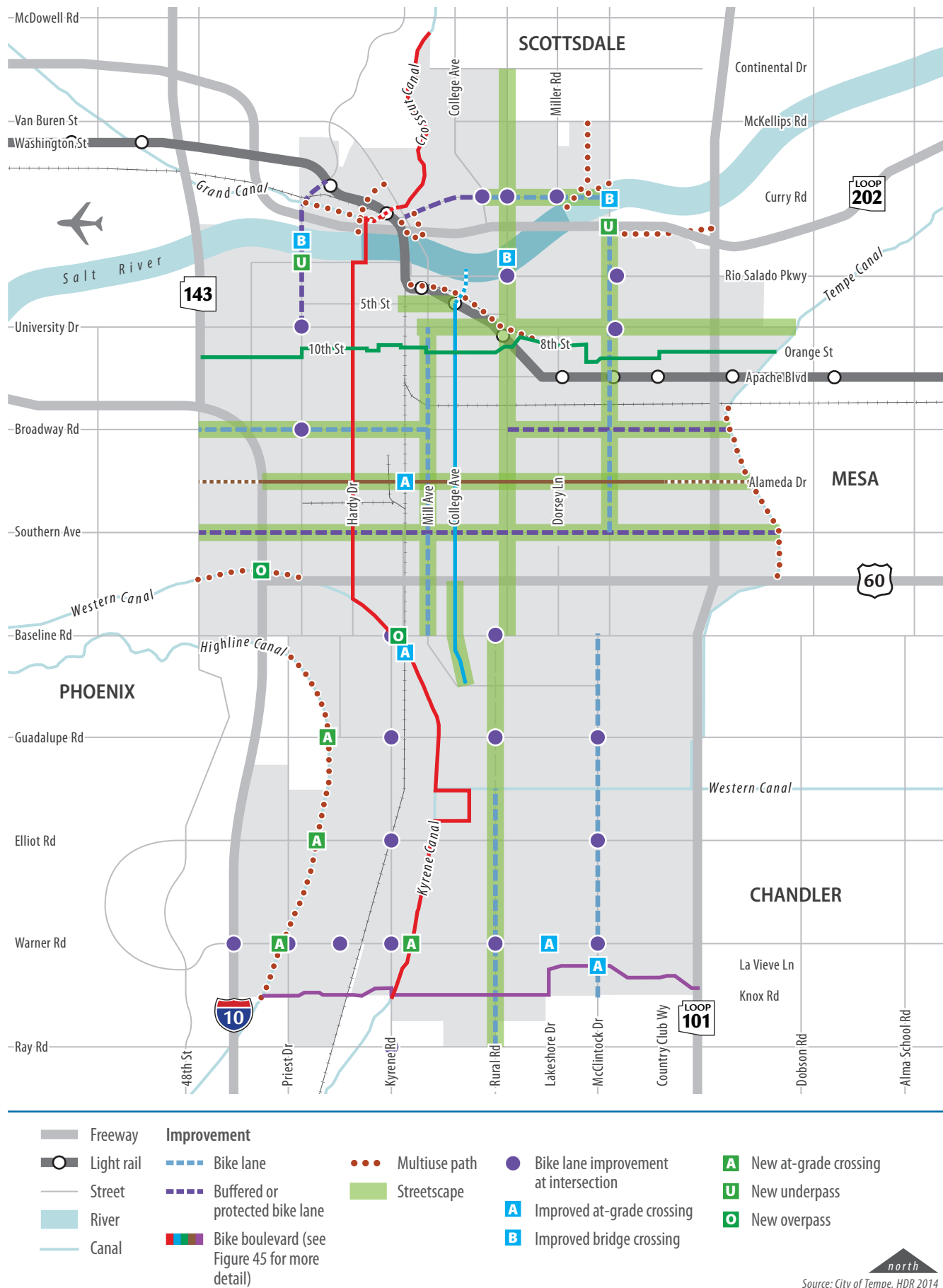
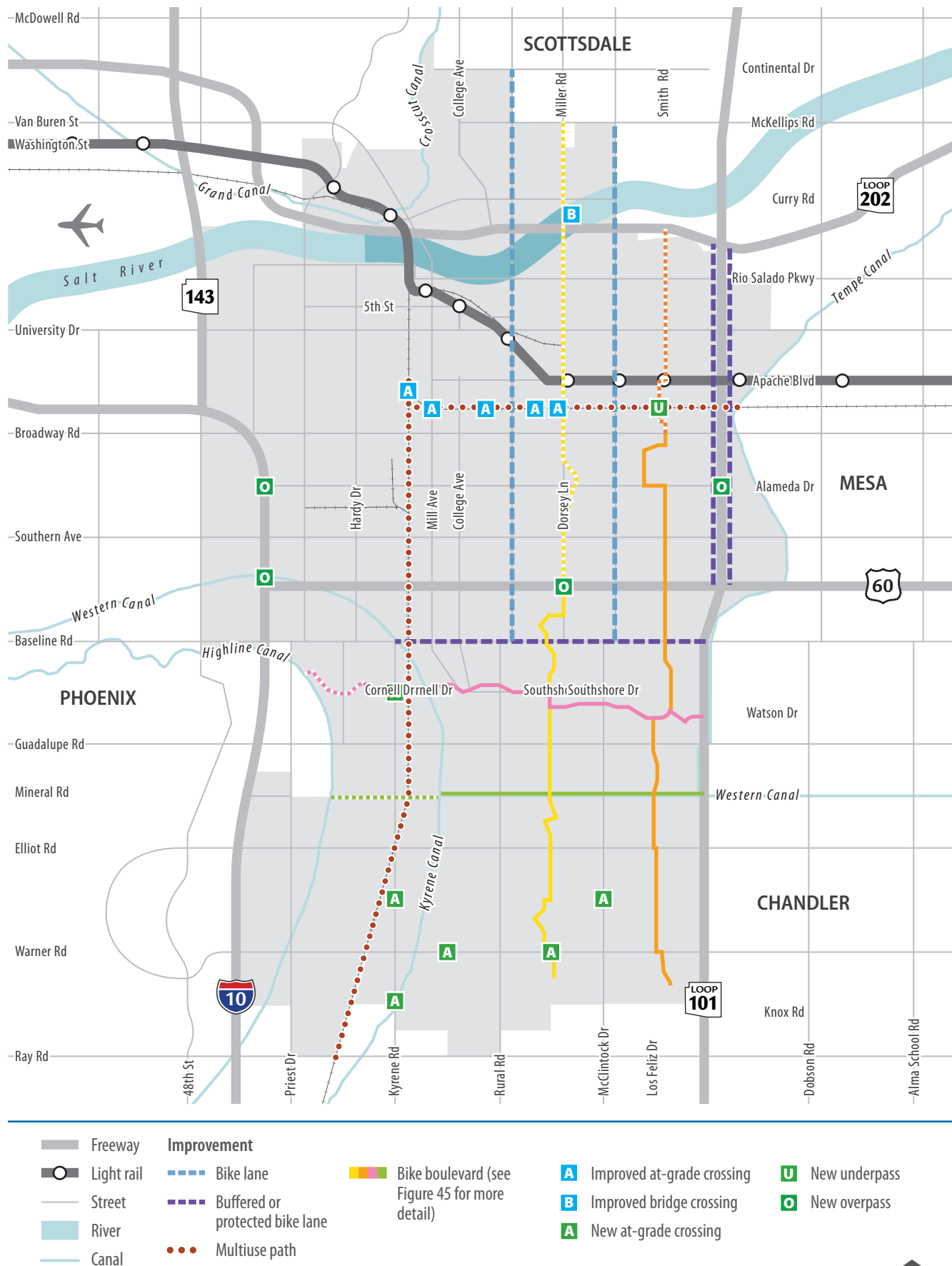


Table 12: Recommended Bicycle Pedestrian Improvements 2020

PROJECT	TYPE	DESCRIPTION	COST (\$1,000)	
Bicycle Boulevard				
Sprocket (8th St/Orange)	BIKEiT bicycle boulevard	Pavement markings, signage, traffic management, crossings, landscaping, branding	688	
Wheel (Alameda)	BIKEiT bicycle boulevard	Pavement markings, signage, traffic management, crossings, landscaping, branding	1,250	
Handlebars (Hardy/Kyrene Canal)	BIKEiT bicycle boulevard	Pavement markings, signage, traffic management, crossings, landscaping, branding	2,000	
Pedal (College)	BIKEiT bicycle boulevard	Pavement markings, signage, traffic management, crossings, landscaping, branding	1,625	
Seat (Knox)	BIKEiT bicycle boulevard	Pavement markings, signage, traffic management, crossings, landscaping, branding	1,250	
PROJECT		TYPE	DESCRIPTION	COST (\$1,000)
Bicycle/Pedestrian Crossing				
UPRR	@ Alameda	At-grade crossing	Improved at-grade crossing	500
	@ Western Canal	At-grade crossing	Improved at-grade crossing	500
Highline Canal	@ Guadalupe	At-grade crossing	Mid-block crossing	175
	@ Elliot	At-grade crossing	Mid-block crossing	175
	@ Warner	At-grade crossing	Mid-block crossing	175
Kyrene Canal	@ Warner	At-grade crossing	Mid-block crossing/HAWK	175
Rio Salado (South)	@ Priest	Grade-separated crossing	Underpass	3,000
	@ McClintock	Grade-separated crossing	Underpass	3,000
Baseline	@ Western Canal	Grade-separated crossing	Overpass or underpass	4,000
Warner	@ Lakeshore	At-grade crossing	Improved at-grade crossing	500
Priest	@ Salt River	Improved crossing	Modified bridge structure	1,500
Rural	@ Tempe Town Lake	Improved crossing	Modified bridge structure	1,500
McClintock	@ Tempe Town Lake	Improved crossing	Modified bridge structure	1,500
	@ La Vieja	At-grade crossing	Improved at-grade crossing	500
Multiuse Path				
Grand Canal	Center/Priest – Tempe/Phoenix border	Canal	0.75 mile multiuse path	1,125
Tempe Canal	UPRR – US 60	Canal	1.5 mile multiuse path	2,250
Highline Canal	Knox – Baseline	Canal	4 mile multiuse path	6,000
Western Canal	I-10 – 48th	Canal	0.5 mile multiuse path	750
Rio Salado (South)	Tempe – Mesa – ADOT	Rio Salado	2 mile multiuse path	3,000
Rio Salado (North)	Indian Bend Wash – McClintock	Rio Salado	0.5 mile multiuse path	750
8th St and Creamery Branch RR		Railroad	Multiuse path and streetscape	1,000
Center Parkway	Van Buren – Rio Salado (N)	Roadway/Rio Salado	Roadway/bicycle lanes/multiuse path	750
Lakeview	Curry – Washington	Rio Salado	Sidewalks	375

Figure 43: Recommended Bicycle Pedestrian Improvements 2040



Source: City of Tempe, HDR 2014

Table 13: Recommended Bicycle Pedestrian Improvements 2040

PROJECT		TYPE	DESCRIPTION
Bicycle Boulevard			
Chain (Dorsey/Lakeshore)		BIKEiT bicycle boulevard	Pavement markings, signage, traffic management, crossings, landscaping, branding
Reflector (Country Club Way)		BIKEiT bicycle boulevard	Pavement markings, signage, traffic management, crossings, landscaping, branding
Spoke (Southshore)		BIKEiT bicycle boulevard	Pavement markings, signage, traffic management, crossings, landscaping, branding
Brake (Western Canal)		BIKEiT bicycle boulevard	Pavement markings, signage, traffic management, crossings, landscaping, branding
PROJECT		TYPE	DESCRIPTION
Bicycle/Pedestrian Crossing			
Rio Salado Upstream Dam		Grade-separated crossing	Bridge structure
UPRR	@ Mill	At-grade crossing	Upgraded at-grade crossing
	@ McAllister	At-grade crossing	Upgraded at-grade crossing
	@ Bonarden	At-grade crossing	Upgraded at-grade crossing
	@ Kenneth	At-grade crossing	Upgraded at-grade crossing
	@ Country Club Way	At-grade crossing	Underpass
	@ Tempe Canal	At-grade crossing	Upgraded at-grade crossing
	@ Rural	Grade-separated crossing	Rural grade separation as part of Rural high capacity transit
Alameda	@ I-10	Grade-separated crossing	Overpass
Alameda/Balboa	@ Loop 101	Grade-separated crossing	Overpass
US 60	@ Dorsey	Grade-separated crossing	Overpass
Western Canal	@ I-10	Grade-separated crossing	Overpass
Warner	Kyrene – Rural	At-grade crossing	Mid-block crossing
	Rural – McClintock	At-grade crossing	Mid-block crossing
Kyrene	Baseline – Guadalupe	At-grade crossing	Mid-block crossing
	Elliot – Warner	At-grade crossing	Mid-block crossing
	Warner – Ray	At-grade crossing	Mid-block crossing
McClintock	Elliot – Warner	At-grade crossing	Mid-block crossing
Multiuse Path			
UPRR	Mainline right-of-way	Railroad	Multiuse path
	North/south right-of-way	Railroad	Multiuse path

Getting to School Safely

Over the years, because of an increased perception that walking or biking to school is dangerous, many parents have resorted to driving their children to school every day; some schools require it.

The two most common concerns cited by parents are distance to school and traffic-related danger. Finding ways to improve these conditions so children will walk or bike will help increase physical activity during the school day, improve air quality by decreasing vehicular trips, and decrease the very congestion that causes parental concern.

The concept of Safe Routes to School began in Denmark in the 1970s and quickly expanded to Europe, Australia, Canada, and the United States. In 2005, Congress created a federal funding source for the program that continued until the recent cuts in the transportation budget. While federal funding may be sporadic or nonexistent in the future, there are still many solutions that can be implemented with minimal funding.

Every school setting is unique so any safety program must be tailored by those who know the area and circumstances best. Action can begin at any level or with any group of people; it does not need to be initiated by a school or municipality. A successful program will include parents, children, school personnel, law enforcement officers, and transportation and health professionals.

There are numerous resources available on the Web with examples, solutions, and lessons learned, beginning with saferoutesinfo.org. Most program guidelines use the following basic steps:

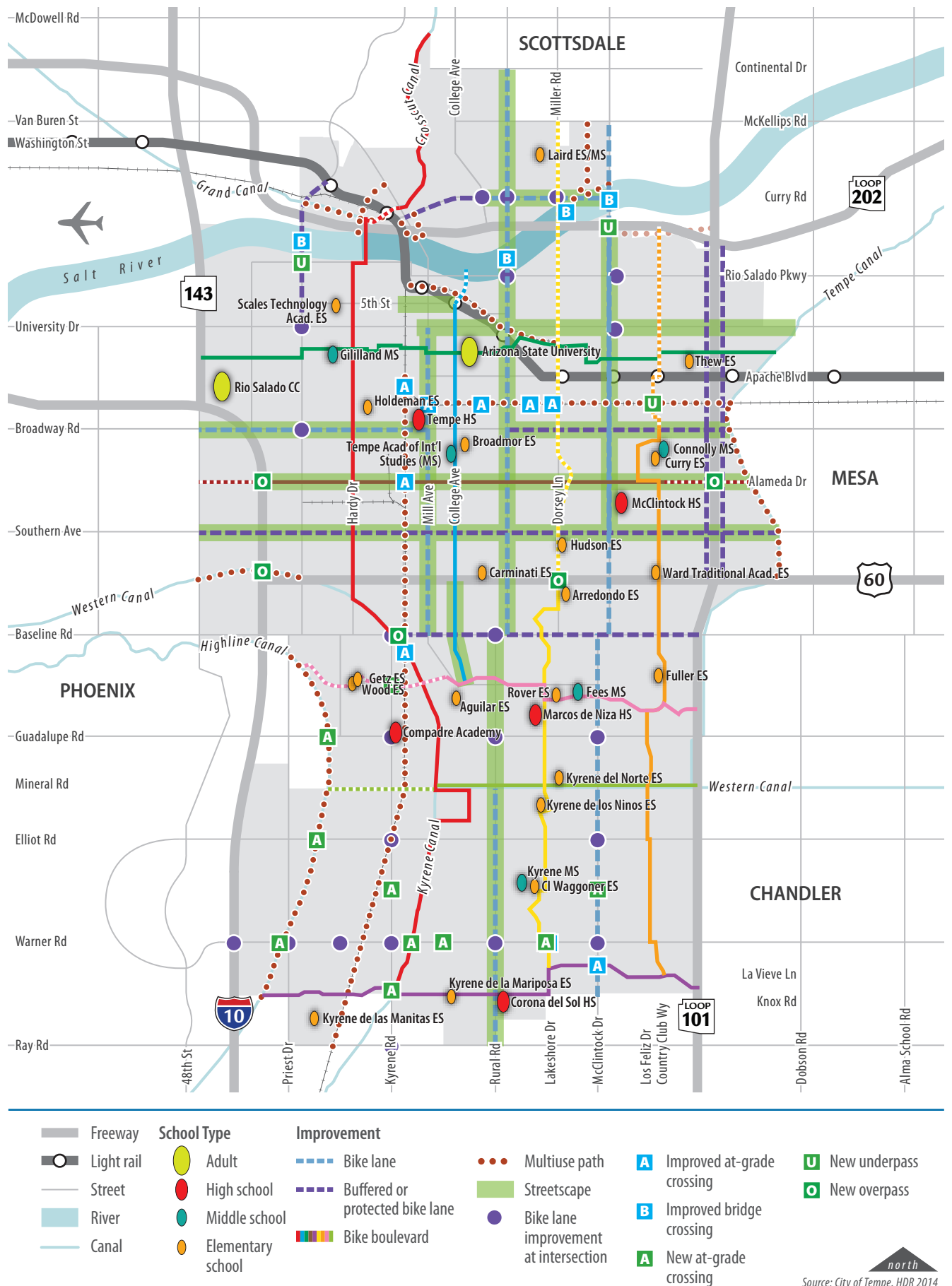
1. Enlist the right group of people
2. Hold a kick-off meeting
3. Gather information and identify issues
4. Identify solutions
5. Develop a plan
6. Get everyone started
7. Over time, readjust as needed

The successful programs also have in common that they develop solutions in each of the following categories: Encouragement, Engineering, Enforcement, and Education.

The figure on page 85 illustrates the future nonmotorized improvements in relation to Tempe's public schools.



Figure 44: Public Schools Relative to Nonmotorized Improvements



BIKEiT

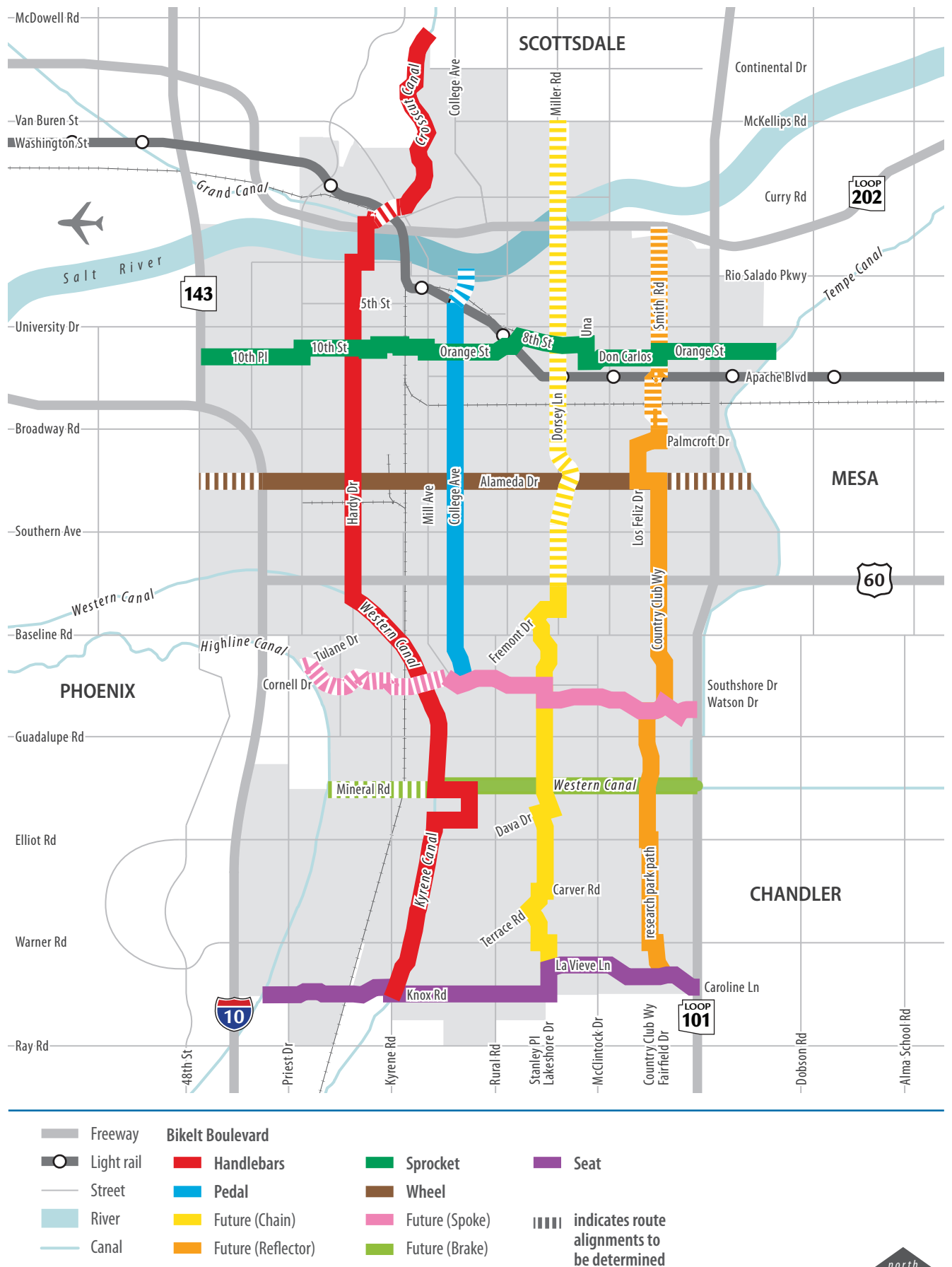
Since the passage of the Tempe Transit Tax in 1996, Tempe has constructed 175 miles of bikeways in the city. As the system expanded, discussions occurred regarding the idea of naming the Tempe bicycle system and creating a wayfinding system for Tempe that further promotes the system and the ability to connect to desired destinations.

Naming the bicycle system included creating recognizable symbols for Tempe's preferred bicycle routes. These preferred bicycle routes are commonly referred to as bicycle boulevards. Bike boulevards are typically low-car-volume, low-speed streets with specialized bike treatments like bridges, striping, green paint, priority signal treatments, landscape,

and protected bike lanes. They are meant to connect bicyclists to all major parts of the community. This is similar to how the Orbit system connects to local bus routes and specific Tempe destinations. In the same way there are freeways, arterials, and local streets, the bike system in Tempe has a variety of routes that have varying conditions. The bicycle boulevard concept does not replace current bike routes around Tempe, instead it simply provides another layer of facilities that are considered easier to use, even preferred to use. The Transportation Master Plan proposes to include bicycle boulevards into the long range plan for transportation in Tempe. The figure on page 87 illustrates the BIKEiT locations.

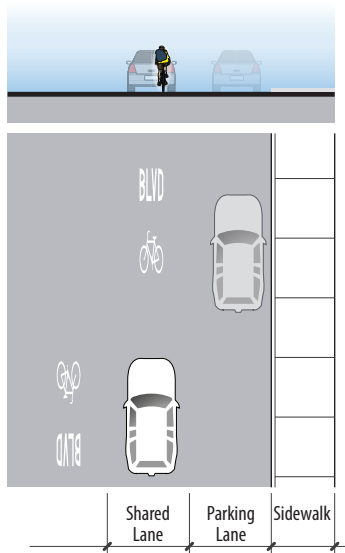


Figure 45: BIKEit Routes



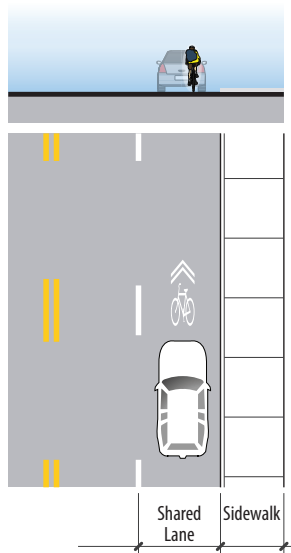
Source: City of Tempe, HDR 2014

Bicycle Facilities



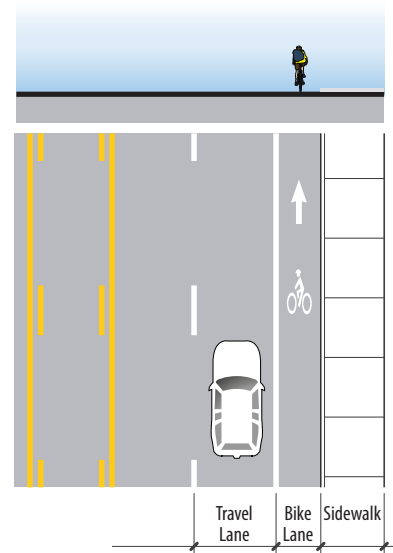
Bicycle Boulevard

Bike boulevards are streets optimized for bike traffic. They are typically low-volume, low-speed local streets with traffic calming enhancements such as speed humps, traffic circles, curb extensions, or bicyclist-activated traffic signals at major street crossings. Vehicles may use the street but, because of the bicycle enhancements, travel at the same speed as the bicycles.



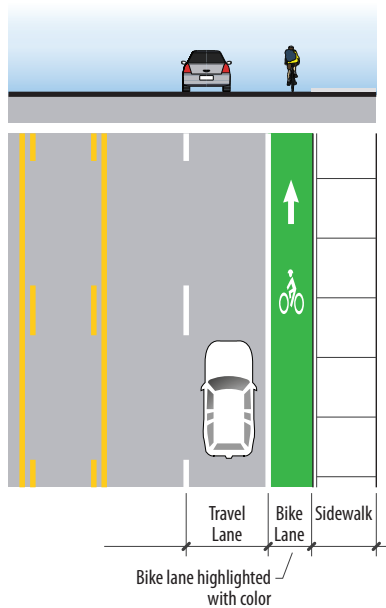
Shared Lane

Shared lanes, or sharrows, are used where low traffic speeds and volumes do not necessitate a separate bike lane. They should never be used to replace bike lanes on high-speed or high-volume streets. Vehicles travel behind bicycles until it is safe to pass.



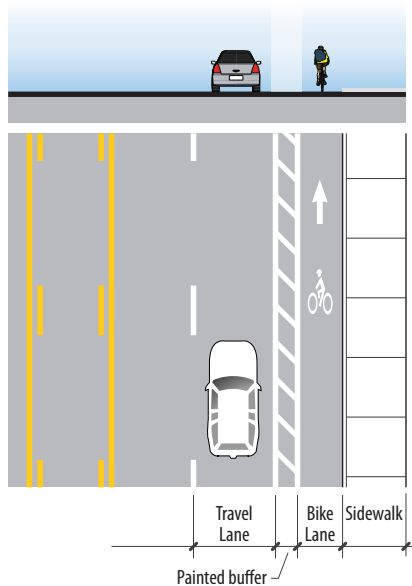
Bike Lane

Bike lanes are striped and signed lanes for bicycle traffic, and are typically used on arterial and collector streets. They provide a dedicated space on the street, marked by a solid white line and pavement symbols, for bicycles. These lanes are restricted to bicycles only except when vehicles need to cross over them to make a turn or access on-street parking, where the latter exists. However, bicyclists are not required by law to ride only in the bike lane; they may use other lanes.



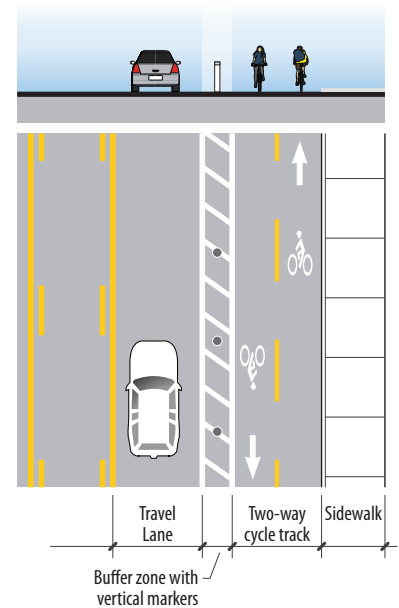
Colored Bike Lane

Colored bike lanes are used to highlight either the entire bike lane or locations where vehicles merge or turn across the bike lane. The color most often used is green.



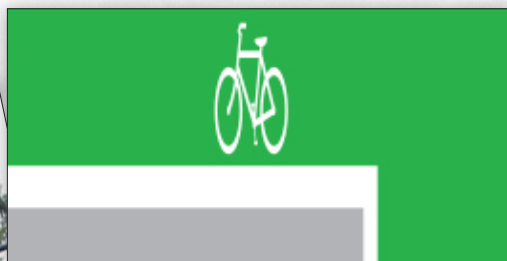
Buffered Bike Lane

Buffered bike lanes, also typically used on arterial and collector streets, increase the space between the bike lane and travel lane. The buffer is typically 2 to 3 feet wide with diagonal hatches or chevrons.



Protected Cycle Track

A protected cycle track is a bike lane separated from the travel lane by a raised curb, median, or parking lane. Cycle tracks provide a dedicated space for cyclists.



There are additional bicycle facility roadway options to those shown here including two-way cycle tracks, multiuse off-street paths, and contraflow bike lanes. Wayfinding signs, bicycle boxes, special bicycle settings for traffic signals, and bicycle intersection markings can also improve the bicyclists experience and safety.





Tempe Transportation Master Plan
November 2014



1. PROJECT DESCRIPTION/BACKGROUND

In 2003, a Comprehensive Transportation Plan was adopted by City Council. The Plan was updated in 2008 to address planned light rail transit and to create stronger land use and transportation planning of transit oriented development strategies. The city of Tempe's Comprehensive Transportation Plan will be updated and re-named the Transportation Master Plan (TMP) in 2014.

The purpose of the Transportation Master Plan is to guide the further development of a citywide, multi-modal transportation system integrated with the city's land use plans. The intentions of the multi-modal transportation elements within the plan will be to:

- Coordinate local and regional land use and transportation decisions;
- Create a more balanced, multi-modal transportation system to reduce reliance on the automobile;
- Preserve neighborhood character while enhancing quality of life;
- Enhance streets to maximize safe and efficient use by all users such as pedestrians, bicyclists, transit riders, and motorists following the principles of balanced streets;
- Ensure transportation assets (equipment, improvements and programs) are adequately maintained;
- Utilize technology to improve accessibility and mobility; and
- Identify an investment program that shows how the city expects to use revenue from current and future funding sources.

The TMP will highlight the ability to move people instead of focusing solely on improving the ability to move vehicles. In order to maximize the safety and efficiency of the transportation system in Tempe, objectives and strategies encourage the use of a variety of transportation options and a reduction in single occupancy vehicle trips. Streets will serve as corridors for multiple modes of transportation and connect neighborhoods to shopping and jobs and Tempe to the region. Effective land use planning that takes advantage of a development site's proximity to public transit furthers the Plan's objectives. Integration of advanced transportation technology will also help to achieve the Plan's objectives.

2. PUBLIC INVOLVEMENT OBJECTIVES

The city of Tempe values public input and believes that community members should be engaged early on in decisions that affect them. The purpose of the Public Involvement Program (PIP) is to create an open and transparent process to guide the Transportation Master Plan in a shared community vision.



The scope of the PIP is to:

- Provide objective information to assist the public in understanding the purpose for the Transportation Master Plan.
- Seek and encourage the involvement of all community members.
- Provide a variety of opportunities for the public to contribute ideas and provide feedback through all phases of the process.
- Make the process accessible and engaging to interested community members.
- Consider the public input for the Transportation Master Plan.

3. STAKEHOLDER ANALYSIS

An early step in the Public Involvement Program is to identify the internal and external community members that have an interest in the process.

Internal

Mayor and Council

City Departments

City Commissions

Transportation Commission

Commission on Disability Concerns

Development Review Commission

Neighborhood Advisory Commission

External

Residents

Property owners

Friends of Transit

Tempe Bicycle Action Group

Valley Metro

Maricopa Association of Governments

Neighborhood and Homeowners' Associations

Civic, Non-profit and Religious Groups

Educational Groups (school districts, community colleges and ASU)

Businesses

4. INVOLVEMENT TECHNIQUES & COMMUNICATION APPROACH

Public involvement and communication techniques may vary depending on the phase of the Transportation Master Plan review. The approach will be to facilitate working directly with the public throughout the process to ensure that public issues and concerns are consistently noted, understood and considered.



While traditional methods (meetings, presentations, etc.) will still play an important role in public engagement, new participation and communication tools will also be extensively used to disseminate information and broaden outreach.

The following dedicated websites and online URLs will be used to share information and to collect feedback throughout the process:

Website www.tempe.gov/transportationplan
E-mail neighborhoods@tempe.gov
Facebook www.facebook.com/CityofTempe
Twitter @tempegov
Newsroom www.tempe.gov/newsroom
Comments www.tempe.gov/transportationplan

Some or all of the following methods will also be used to achieve broad and continuous public participation:

- Documents will be posted on the project website
- Comment forms will be available at Transportation Master Plan public meeting(s) and presentation(s) and on-line.
- Online dialogue and interactive activities
- Presentations to stakeholder Boards and Commissions
- One on one meetings with interested stakeholders

The communication methods used will include:

- Press releases
- Tempe Today articles in May 2014 and July 2014 issues
- Brochures and posters located in common public areas of city facilities
- Flyers on all Orbit buses
- Social media posts on city's Twitter and Facebook with meeting and public input information
- On line advertising on azcentral.com and azfamily.com
- Bulletin boards with meeting and public input information played on Tempe 11
- Public meeting dates posted on City online calendar
- Project web site regularly updated
- Handouts at other city events and meetings: Bulk Trash Forum, May 5, 2014; Kiwanis/The Lakes Character Area, June 2, 2014; Corona/South Tempe Character Area, June 5, 2014; Broadway Road, Aug. 19, 2014
- Handouts at neighborhood meetings: Bradley Place NA, May 7, 2014; Evergreen NA, May 7, 2014; North Tempe NA, May 12, 2014; Raintree NA, May 18, 2014; University Park NA, May 28, 2014; Jen Tilly Terrace NA, June 11, 2014; North Tempe NA, June 14, 2014; Alegre, Escalante and Victory Acres NAs, August 13, 2014
- Partner communication vehicles:



- Email to Valley Metro with May and August meeting and public input information
- Email to Friends of Transit with May and August meeting and public input information
- Email to Maricopa Association of Governments (MAG) with May and August meeting and public input information
- Email to Tempe Bicycle Action Group (TBAG) with May and August meeting and public input information
- Email to attendees of character area and Transportation Master Plan meetings with May and August meeting and public input information
- Email to Neighborhood and Homeowners' Associations with May and August meeting and public input information
- Email to Tempe Tourism with May and August meeting and public input information
- Email to Downtown Tempe Community with May and August meeting and public input information
- Information included in Tempe Chamber of Commerce Business Advocate, May 19 and July 28, 2014
- Postcard mailed to Tempe Chamber of Commerce membership directory
- Postcard mailed to businesses with a City of Tempe tax license
- Email to Tempe Emergency Action Ministry (TEAM - interfaith coalition of Tempe clergy and social service agencies) with May and August meeting and public input information
- Email to list of Tempe funded non-profits with August meeting and public input information
- Email to Arizona State University Public Affairs and Transportation Department with May and August meeting and public input information
- Information included in Arizona State University's GeoPlan Bulletin, distributed to students of the School of Geographical Sciences & Urban Planning

5. PROJECT TIMELINE

- January to April 2014: Data Collection
- April to June 2014: TMP Development and Public Involvement
- July to October 2014: Final TMP Refinement and Public Involvement
- November 18, 2014: Transportation Commission Approval
- December 4, 2014: Presentation to the City Council
- January 8, 2015: TMP Resolution to City Council for Possible Adoption

6. PUBLIC and STAKEHOLDER MEETING SCHEDULING, LOCATION & ACCESS

The first public meeting was held to inform the public about the project and gather input from residents, businesses and organizations related to:

- Transportation Master Plan Overview;
- Existing Conditions (demographics, traffic, transit, and bicycle/pedestrian);
- Transportation Supportive Policies;
- Development of Performance Measures;
- Tempe's proposed arterial roadway corridors;
- Tempe's active transportation corridors;
 - Tempe's proposed bike corridors, i.e., bike boulevards and off-street bike network
 - Tempe's proposed pedestrian corridors
- Tempe's proposed transit priority corridors;
- Changes to Tempe's street cross-sections;
- Tempe's short and long term future street network;
- Tempe's short and long term future bus service plan;
- Tempe's short and long term bicycle and pedestrian network;
- Neighborhood corridors and character area circulation needs; and
- Potential candidates for traffic calming and/or streetscape improvement.

The second public meeting was held to solicit feedback on the draft Transportation Master Plan project list.

Public meetings were scheduled at times that helped maximize attendance, held in locations accessible to persons with disabilities and held as near as possible to transit routes. With 48 hours advance notice, special assistance was provided for persons with sight and/or hearing impairments; a Spanish-speaking translator was made available for both public meetings.

In 2012, public meetings about the Transportation Master Plan were held on Nov. 28 and Dec. 1. All comments from those meetings were incorporated into the 2014 TMP public input process. In addition, all transportation-related comments from the Character Area public meetings were also included in development of the TMP. Public meetings included:

- Kiwanis/The Lakes Character Area Meeting with Transportation Station: Feb. 26, 2014
- Corona/South Tempe Character Area Meeting with Transportation Station: March 3, 2014
- Kiwanis/The Lakes Character Area Meeting with Transportation Station: April 5, 2014
- Corona/South Tempe Character Area Meeting with Transportation Station: April 5, 2014
- Transportation Commission: April 8, 2014
- Commission on Disability Concerns: May 1, 2014
- Neighborhood Advisory Commission: May 7, 2014
- Development Review Commission: May 13, 2014



- Public Meetings:
 - May 29, 2014 at 6 p.m.
Tempe History Museum, 809 E. Southern Avenue, Tempe
 - May 31, 2014 at 9 a.m.
Tempe Transportation Center, Don Cassano Community Room, 200 E. Fifth St., Tempe
 - Aug. 4 at 6 p.m.
Tempe History Museum, 809 E. Southern Avenue, Tempe
 - Aug. 9, 2014 at 9 a.m.
Tempe Transportation Center, Don Cassano Community Room, 200 E. Fifth St., Tempe
- Kiwanis/The Lakes Character Area Meeting: June 2, 2014
- Corona/South Tempe Character Area Meeting: June 5, 2014
- Commission on Disability Concerns: Aug. 7, 2014
- Neighborhood Advisory Commission: Aug. 9, 2014
- Transportation Commission: Aug. 12, 2014
- Tempe Elementary School District: Aug. 20, 2014
- Development Review Commission: Aug. 25, 2014
- Transportation Commission: Nov. 18, 2014
- Plan Adoption before Council: Dec. 4, 2014

Stakeholder meetings included:

- Tempe Chamber of Commerce: May 14
- Tempe Community Council: Aug. 6, 2014
- Arizona State University: Aug. 7, 2014
- Tempe Community Action Agency: Aug. 12, 2014
- The Centers for Habilitation: Aug. 18, 2014
- Tempe Elementary School District: Aug. 20, 2014
- Tempe Tourism Office: Sept. 16, 2014
- Tempe Chamber of Commerce: Oct. 1, 2014

Friday packet information to the City Council was sent on March 25 and July 18, 2014.

7. RESPONSIBLE DOCUMENTATION

Documentation of all phases of the process will occur for future use and understanding of how the program worked, what comments were received and how the results of the public involvement were used in the development of the Transportation Master Plan.

Documentation will include:

- Public Involvement Program
- List and samples of outreach and communication documents



- Database of participant contact information
- All public comments made

8. PROCESS EVALUATION & CONCLUSION

The city of Tempe seeks continual improvement of all of its activities. An evaluation will be performed throughout the public involvement process to ensure the PIP is meeting participation requirements mandated by state law. Feedback opportunities related to public involvement techniques will be provided through the website and meetings and continuously reviewed.

This Public Involvement Plan may change as conditions change or additional resources become available. The most current information about upcoming meetings and comment opportunities will be available on the dedicated website.

For further information about the process, please contact the following City of Tempe staff:

Shauna Warner, Neighborhood Services Manager
Neighborhood Services Division
480-350-8883
Shauna_warner@tempe.gov

Robert Yabes, Principal Planner
Transportation Division
480-350-2734
Robert_yabes@tempe.gov

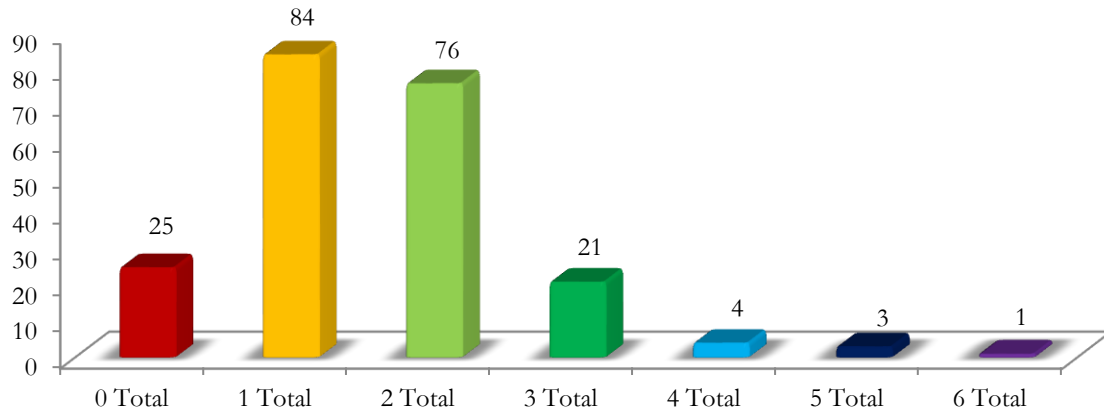
Sue Taaffe, Public Works Supervisor
Transportation Division
480-350-8663
Sue_taaffe@tempe.gov

ATTACHMENT 4 – PUBLIC COMMENTS

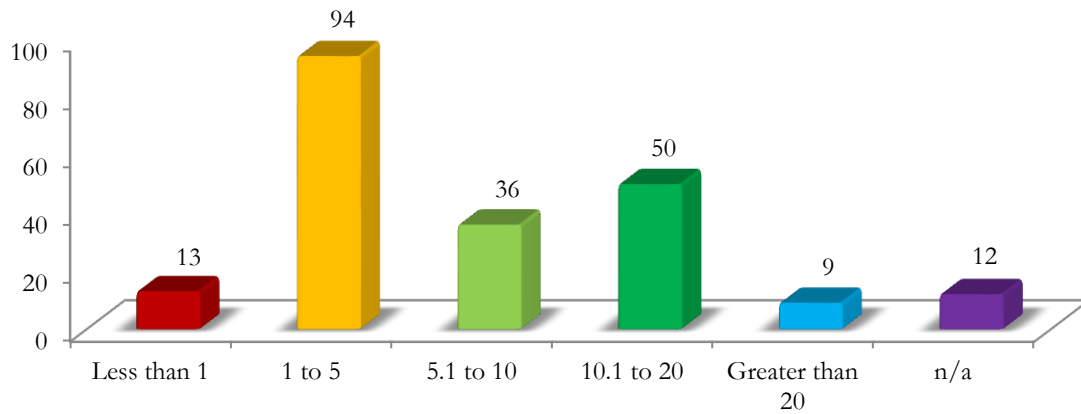
- A. Transportation Master Plan Survey Responses from online and May 29 and 31, 2014 public meetings as of close of comment period, June 15, 2014.
- B. Transportation Master Plan Survey Responses from online and August 4 and 9, 2014 public meetings as of close of comment period, August 21, 2014.
- C. Character Area comments related to transportation from Kiwanis/The Lakes Character Area Meetings on Feb. 26 and April 5, 2014 and Corona/South Tempe Character Area Meetings on March 3 and April 5, 2014.
- D. Transportation Master Plan Survey Responses from online and Nov. 28, 2012 and Dec. 1, 2012 public meetings.
- E. Comments received from Tempe Chamber of Commerce November 11, 2014 via email.

A. Transportation Master Plan Survey Responses from online and May 29 and 31, 2014 public meetings as of close of comment period, June 15, 2014.

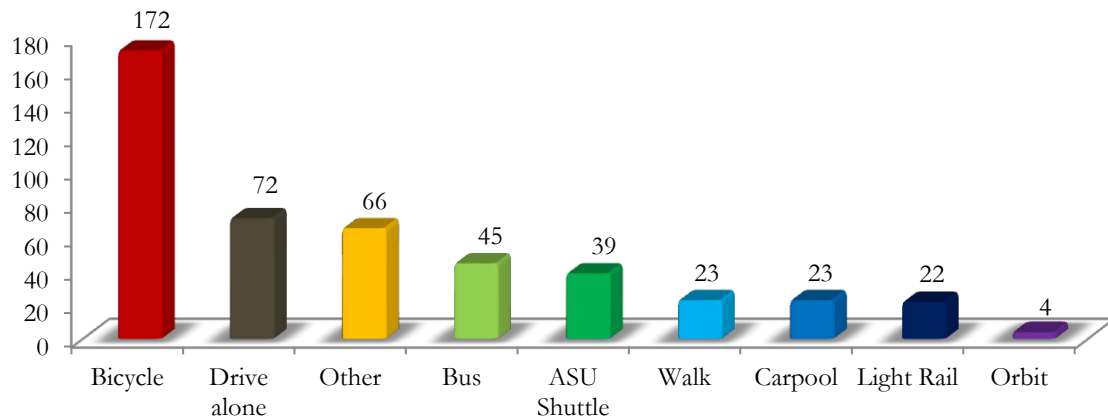
1. How many cars are in your household?



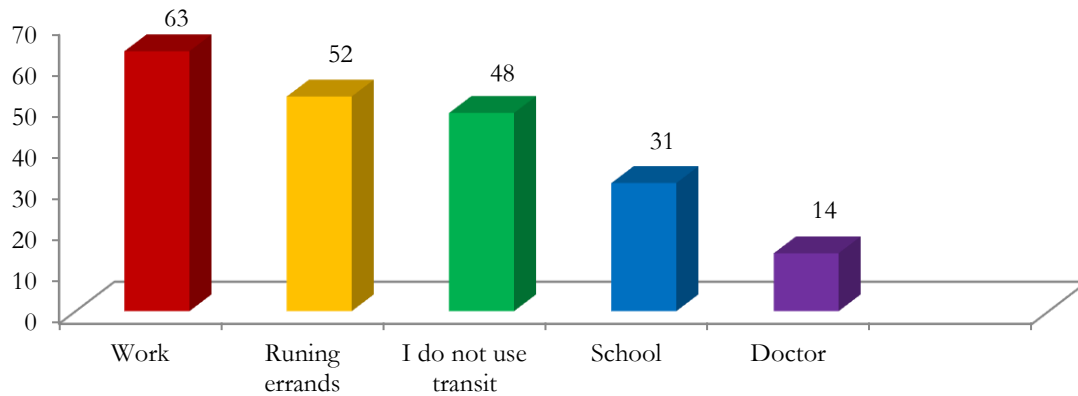
2. How far do you live from your work (in miles)?



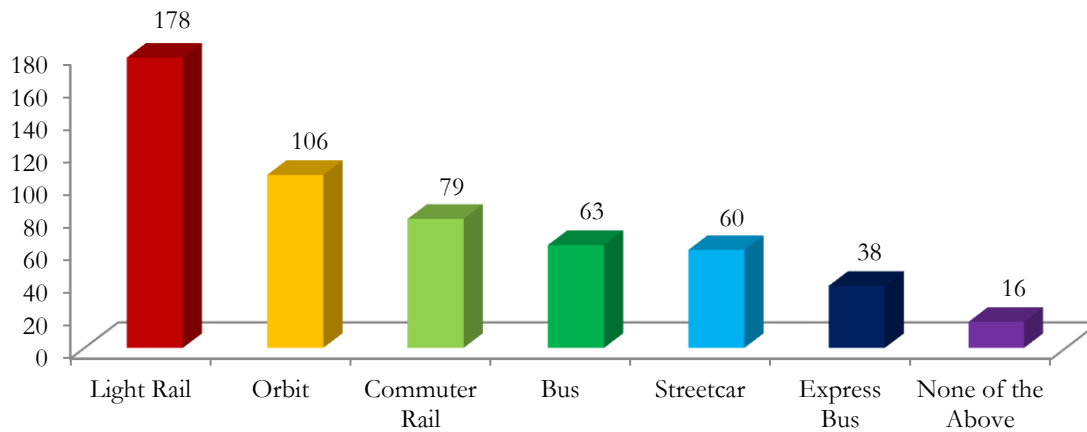
3. How do you typically get to and from work (please select all that apply)?



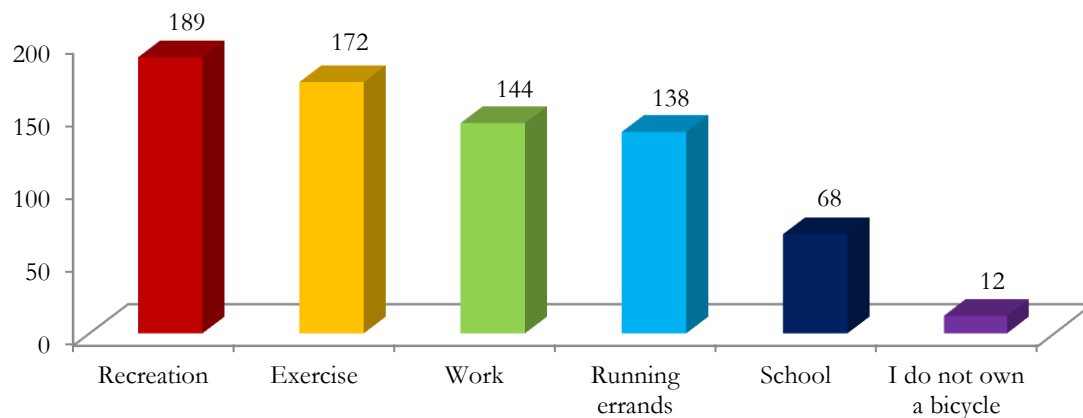
4. If you ride the bus/Orbit or take the light rail, where do you go when you use transit (please select all that apply)?



5. Please select which type of transit service(s) you would be most likely to use (please select all that apply).



6. If you own a bicycle, where do you go when you ride your bike (please select all that apply)?



7. Please list the top 3 major transportation issues (in order of importance to you) in the Valley/region.

1. bike boulevards, bike lanes, protected bike lanes
2. 1/2 mile grid connectivity (safe for bike w/ trailer), RR crossings at 1/2 mile grid, bridges over Salt River (spacing for all not just Mill area)
3. Ability to go further, faster without car, Lack of a good alternative option for long distance cross town travel, Lack of any sort of owl transit service
4. Accessibility
5. Accessibility, Parking near bus or light rail stop, Frequency
6. Aggressive / inattentive drivers & lack of enforcement, Poor road design, caters to high speed, Lack of / insufficient bike facilities
7. Aggressive drivers, Lack of safe routes in South Tempe (particularly going East/West), Sensor lights are not triggered by bicycles (the light will not change without a car, forcing a rider to push button on sidewalk to cross)
8. Bicycle Connectivity, Bicycle Safety, Pedestrian Safety
9. Bicycle infrastructure on key roads and intersections, Upgrading canals and rail lines into multi-use paths, Expansion of light rail/commuter rail
10. Bicycle Infrastructure, Alt. Transport to Scottsdale
11. Bicycle Infrastructure, Light Rail Development, Way finding Signs
12. Bicycle infrastructure, Public transit, Traffic calming
13. Bicycle lanes are inconsistent, Not enough bike lanes, cars are too fast
14. Bicycle Lanes are scary and not wide enough, Light rail only has one route, Need more bicycle lanes
15. Bicycle safety via infrastructure, too much auto dominated street space with no regard for other users, streets are unpleasant for anyone not driving a car
16. Bicycle safety, Bicycle commuter infrastructure , Air quality (reduced emissions)
17. Bicycle safety, Bike lanes, Extension of the light rail
18. Bicycle safety, Lack of continuing drivers ed classes, Drivers not recognizing passing on the left
19. Bicycle safety, Pedestrian safety
20. Bicycle, Commuter Rail, Light Rail
21. Bicyclist not obeying stop signs.
22. Bike access (bike lanes, facilities...), Lack of a complete mass transit system,
23. Bike lane disconnection, Safety on routes/lanes, Bicycle awareness
24. Bike lanes
25. Bike lanes on Rural Road, Bike boulevard on college, Bike lane on Broadway Road
26. Bike lanes that are not complete, cars use roads as freeways, enforce speed limits, Rural road has a lot of business, but not safe for cyclist
27. Bike lanes too narrow, Not enough bike lanes, light rail coverage is poor
28. bike lanes, bike safety, getting hit by cars
29. BIKE LANES, Dangerous car drivers, Biking Infrastructure
30. bike lanes, mass transit, low cost
31. Bike Paths (lack thereof), Light Rail (needs expansion), Public Transit (inadequate)
32. Bike paths that don't connect, No public transit near major highways,
33. bike safety (secured lanes), more light rail and circulators,
34. biking, car , light rail
35. bla, bla, bla

36. Bus and light rail service is not frequent enough at night and during weekends, It is quasi-impossible to go hiking using only public transportation, It takes forever to get, from Tempe, to North Scottsdale, North Phoenix, Glendale etc.
37. Bus routes are not frequent enough., Not enough bike lanes and several are in poor conditions., Cannot commute through north/south of valley area easily without a car
38. Car centered planning, Many major roads have no place for bicycles, Speed limits too high and roads too wide
39. Common sense Bike connectivity with other Phoenix metro area cities, Safer crossings for bicyclists, More bike lanes needed
40. Congested freeways at rush hour
41. Congestion on freeways, esp. the 101 and 202
42. Congestion, Cost, Parking
43. Congestion, Efficient public transportation, Protected bike lanes
44. Connected network of Bike/Pedestrian paths, right of ways, Public transportation options to get from Tempe to Chandler & Mesa,
45. Connecting all bike lanes safely, Light rail frequency, Protected stops with shade
46. connecting bike routes, maintenance of existing bike lanes
47. Connectivity, Bicycle Friendly, Public Transportation
48. Connectivity, Equal access for pedestrians/bikes, Efficiency
49. Consistency of Orbit Service, Length of time to get to Downtown Phoenix when using public transport
50. Convenience, Reduce congestion, Clean air
51. decent public transportation between cities
52. Disconnected Bicycle Network (Bike lanes that begin and end or don't exist in the first place), Long wait times for Valley Metro, Slow service for Valley Metro (It's way faster to drive than take the bus or light rail. Public transportation must take a comparable amount of time, or faster time, than individual transportation to be effective.)
53. Disconnected bike lanes, Bus racks on the light rail are very hard to use, Light rail stops for traffic lights. Why can't they use sensors?
54. discontinuous bike paths/lanes (as in there is poor connection between segments), streets are too wide, Highway congestion
55. doesn't go where I want to go, doubles total travel time, bad behavior by intoxicated people
56. dropped debris from street sweepers in bike lanes, dropped debris from street sweepers on shoulders, rough condition of bike lanes and shoulders
57. Education on what bicyclist should do on the road, for everyone. , Standard road ways so bicyclist have just as much safety as cars, Sprawl, figuring out ways to have communities where things are walkable.
58. Equal Transit Access, Complete Streets, Minimizing Vehicle Miles Traveled
59. Expand light rail
60. expand light rail service
61. Expand Light rail, Expand Bus Service
62. Expanded light rail, Safe, low-traffic bike routes, Commuter train between Valley & Tucson
63. Free parking, Bad bus service (not frequent enough and not punctual), Bike lanes are not protected from car traffic - don't feel safe as a bicyclist
64. Freeway overcrowding, Road disrepair, Constant construction blockages
65. Frequent transit service, Disconnected bike network, Increasing transit options

66. Gaps in the bikeways between some cities., Low density that encourages sprawl and long commute distances for many people., Lack of good signal plans that minimize congestion during peak travel times.
67. Getting people to use alternative transportation, Coordinate between cities and routes
68. Homeless/dirty people on the bus, Schedule inconsistencies, Fast airport access
69. improved bicycle infrastructure (lanes, designated "green boxes" at intersections, storage, etc), creation or expansion of a valley-wide light rail & commuter rail, improvement & addition to bike path network
70. Improving safety and comfort for people on bicycles and walking, Connecting regional bicycle routes, Adding more public transit and integrating multiple modes
71. inadequate bike infrastructure, red light runners, poor bus service
72. Inadequate bike lanes, Poorly maintained bike lanes, Poor traffic flow
73. Inadequate/unsafe bike lanes, Urban Sprawl, Lack of walkability
74. inattentive motorists, ignorant motorists, abusive motorists
75. Increased light rail service, Connected bike routes, Air pollution and noise
76. Insufficient bike lanes, Biker safety, Not enough shade to ride 24/7
77. Lack of a comprehensive bike network, Lack of emphasis on cyclist & pedestrian safety, Need more rail transit in the valley
78. Lack of bicycle infrastructure, Roads/blocks not conducive to pedestrian use., Freeways that encourage sprawl.
79. Lack of bicycle lanes, bike unfriendly streets!, Light rail stops running too early! Run an hourly train all night!
80. Lack of bike lanes and conditions, Cycling safety, Highway congestion
81. Lack of bike lanes connecting cities
82. Lack of bike lanes on major roads, Lack of public transit in some areas
83. Lack of bike lanes, Light rail not convenient, Too much traffic
84. Lack of compassion towards cyclists, Lack of different light rail routes, Bad road conditions
85. Lack of effective mass transportation, light rail has a limited use case for me, and almost always involves an arduous bus ride to get anywhere., Cycling as a commuter is highly dangerous on most roads, and it takes a lot of effort to find safe routes from one place to another, especially during rush hour traffic.,
86. Lack of interconnectivity between cities, Bike routes that end suddenly, Lack of bike lanes on major thoroughfares
87. Lack of light rail accessibility, lack of bike lanes
88. Lack of Light rail to the south part of the valley
89. Lack of non-car options, No transit connection to Amtrak!, Too high of speed on major roads
90. lack of pedestrian overpasses at major intersections, some orbit busses lack bike racks, light rail stops running way too early
91. Lack of protected bike lanes, Not enough bike lanes, More Sharrows
92. Lack of safe, protected bike lanes, Too much priority placed on cars, light rail needs more lines to reach more areas
93. lack of stops/destinations and pickups for light rail, lack of bicycle lanes and lights
94. Late and infrequent buses, No priority lighting for buses and light rail, Poorly designed bike lanes
95. Light rail coverage is low, Bike lane maintenance (fixing pot holes, etc.), Bike lane visibility (is low)
96. Light rail coverage is sparse, Lack of Express type bus routes

97. Light rail does not go far enough east, Not enough bike lanes in general, Potholes
98. Light rail does not run 24 hours, Light rail's high capacity times are stupid, No connection to national rail system
99. Light rail expansion
100. light rail expansion, zip cars at light rail stations, bike friendly
101. Light rail is unsafe, Public transportation to/from Sky Harbor is still a hassle, Road closings for sports events
102. Light Rail penetration, Bicycle Infrastructure and road quality, Suburban Sprawl
103. long waits at intersections when walking/biking, inadequate bus service, inadequate rail service
104. main arterial congestions, lack of intra/inter and city bike paths, hwy rush hour traffic
105. mass transit not on frequent schedule, mass transit slowest way to get from point a to point b,
106. minimum bike lanes
107. More bike lanes
108. More bike lanes, bike infrastructure , Bike share program, Bicycle awareness by other motorists/ don't text and drive
109. more bike lanes, more enforcement of traffic near campus, safer bike lanes
110. more bike lanes, need more of light rail, train to Tucson to Phx
111. More Bike Lanes, Pave or Create more lanes along canals, Repair bike lanes
112. More bike lanes, Repair of arterial streets, Bike boulevards
113. More bike lanes, Safer, better bike lanes, More light rail
114. more bike lanes/trails needed, connected to other cities' routes., better traffic control @ sporting events down town., Light rail needed for north/south.
115. More bus frequency, Expand light rail to west dis, Expand light rail to Chandler
116. more connecting bike lanes to other cities, not enough pedestrian lights, bad roads/potholes/cracks
117. more light rail routes, more bike trails,
118. More light rail routes, More bike friendly routes between cities
119. more rail needed, complete streets, integration between cities
120. More/better connected bike lanes, Light rail extensions, Safer roads (lower speeds, narrower, more crosswalks)
121. Most of the roads in the valley are crap to cycle on and the sidewalks general suck to use a skateboard on, The timing of lights is very inconvenient for motoring, The bus system and light rail do not go as far as they should in my opinion
122. Need for connecting gaps in current bike system (e.g. between Tempe Town Lake and Kiwanis; and between Papago Park and Tempe Town Lake), Need for paving the unpaved/unfinished bike pathways, Lack of bike paths along railroad tracks (e.g. east of McClintock)
123. need more bike lanes
124. Need more bike routes, Light rail does not go many places, Tons of car accidents
125. need more mid-block crossings, need neighborhood bike routes
126. Needed extension of Light rail to South Tempe, Increase bicycle safety on all streets, Need regional rail
127. no bicycle lanes, streets in poor condition, dumb drivers
128. No city to city bike routes, No bike/walk routes along canal
129. No dedicated bus lanes, more bike lanes, bike only roads

130. No light rail or blue bus to Scottsdale, No pedestrian bridges on streets like Apache with light rail and high traffic, Light rail is too expensive. It shouldn't cost more than what it cost to drive and use gas.
131. No n/s connectors cyclists, Bike lanes don't connect with Phoenix, Light rail doesn't go down baseline
132. No North South rail lines, Not enough bike paths or bike boulevards , safe places to lock up bicycle with minimal theft.
133. No orbit route in south Tempe to connect me to mill Avenue district
134. No Proper Bike lanes, Not many Bike parking in City
135. Not Bicycle/pedestrian friendly, Limited light rail service, Safety at light rail stops
136. Not enough bicycle infrastructure, Slow transit (bus and rail) service, Too much signal mode (automobile) transportation focus
137. not enough bicycle lanes
138. not enough bike friends roads, light rail reach, not enough work/ live mixed areas
139. Not enough bike lanes, Bike lanes not wide enough, Enforcement preventing vehicle encroachment into bike lanes
140. not enough bike lanes, car traffic, poor riding surface
141. Not enough bike lanes, Lack of usable public transportation, Bike/pedestrian accidents
142. Not enough bike lanes, Not convenient to get to Downtown Scottsdale, Road work
143. Not enough bike trails.
144. Not enough cycling lanes, Cars not held responsible for accidents with cyclists, accidents caused by drivers
145. Not enough funds are allocated for non-auto transportation, Roads have too many lanes and should be reduced, Not enough amenities for bikers/pedestrians
146. Not enough miles of safe, protected, paved bike paths, Too much car traffic congestion, Bike/pedestrian accidents with cars
147. Not enough N/S highways in the E. Valley, 101 too crowded, Mesa public transportation sucks
148. Not enough tree lines streets, Lack of cohesive bike paths for serious cyclist , Light rail is too expensive. I would rather it have been electric bus rapid transit. No need to install rails, and much cheaper to maintain. I think there needs to be focus on the economics and not just what people think is "cool."
149. Old / Uneducated Drivers , Short Bike Lanes, Street / Sidewalk quality
150. Only buses service my location, limited light rail coverage, buses are ALWAYS dirty and full of aggravating people
151. Orbit service south of I-60, Large buses are wasteful hen only 4 people are ver riding at once, Bus connections East and West are poor
152. Pedestrian safety, Bicyclist safety, Uninsured drivers
153. Physical division between traffic and bike lanes, Lack of interconnected bike routes, More expansive multiuse paths
154. pollution, hazards of accidents and injury, economic inefficiencies
155. Poor accessibility and access to destinations, Automobile dominated roads, Lack of transit options
156. Protected Bike Lanes, Light rail into East Mesa, Commuter rail to Tucson
157. Protecting cyclists from cars, Reducing cars on the road, Shaded bike racks
158. Public transit availability/schedules, Safe bike lanes, traffic

159. Public transportation (bus route frequency and distance) service cuts (made commuting to work harder over the years), No good bike path from Tempe to Chandler (neither going along Price nor Dobson is optimal), Too few freeway under or over paths in the area
160. Public transportation that takes the same or less time than a car to travel, Lights for night time travel,
161. Public Transportation used for transport of criminals, burglary and theft movement, Congestion , Bicycle Traffic in a desert
162. Reliability, Bus stop shading, Ability to transfer fares
163. Reliable, fast mass transit, Reduce pollution, Reduce automobile traffic
164. replace freeway lanes with rail lines, one every 10 miles, one every ~1 mile, arriving every few minutes, increase mile grid bus frequency, add bus only lanes, add more protected bike lanes. People run to catch a bus in AZ because the next one isn't for another 45 minutes and connections become impossible. But in most other modern cities, the next transit option arrives in ~< 5 min. No running in DC, SF, Singapore, Seoul, ... But bus and bike infrastructure are 60-80 years behind optimizing for cars here. 15-30 minutes by car is 40-120+ min by transit. And once the density of cars is lowered, in favor of transit, pollution (NOx, O3, PM10, noise, waste heat) are all reduced, AND, it's easier to convert rail to solar than many cars., More linked bike routes separate from roadways, continuous and connected across city lines. More bike lanes on major roadways. More signage for motorists to respect bicycles. More laws to protect bicyclists in accidents., Make Rural/Scottsdale Rd like Apache (from Dorsey to Dobson), with wide bike lanes and light rail (and solar panels), from Chandler Blvd to Cave Creek Rd., as a start! What is your vision for the Sun Valley Corridor in 2050 as the population reaches 18M? It seems these plans all address prior 10 years worth of issues with little forward
165. rough debris littered shoulders, disconnected bike lanes at city boundaries, inconsiderate private drivers
166. Routes, Times, Cost
167. Rude, obnoxious, vindictive drivers. I stopped using the bus after repeatedly witnessing drivers acting in unacceptably rude ways. , Bus stops that have metal seats with no shade in a desert city. Such bad planning. , Fares keep going up, service never improved.
168. Rush hour congestion, Freeway volumes
169. Safe bike passage from Chandler to Cave Creek on Scottsdale road., Bike lanes from the south/north allowing travel to and from other cities, timed lights to keep traffic flowing
170. Safe network of bike facilities, Efficient public transportation between cities, Reduction in car traffic/congestion
171. Safety on the light rail, Safety while riding my bike
172. Safety, Equity, Connectivity/accessibility
173. Shared Road Plans, More light rail, Too many cars
174. Sketchy Bicycle Lanes (often times ending abruptly), Aggressive Motorists, Traffic Lights
175. slow light rail. , limited to one route., no commuter train.
176. small bike lanes, lack of awareness at big intersections, bike paths do not match up, often have to backtrack
177. some major streets don't have bike lanes, some bike lanes are not well designed (eg. too narrow), some bike lanes are not well maintained
178. Sprawl, Lack of public transportation outside light rail, Appealing outdoor areas (shaded sidewalks, walking trails)
179. surface streets disrepair, non-reflective surfaces hot, no commuter rail

180. The light rail needs to be expanded, more short term free parking for quick errands, left turn signals should be lagging
181. the valley is so spread out , light rail is excellent, could use more range,
182. The valley is too spread out, Too hot in the summer to be outside, Need to drive the kids to school before work
183. Timely arrival of buses, Frequency of stops on buses, Placement of stops near neighborhoods, affordable and market-rate housing and grocery stores
184. Too few dedicated bike pathways separate from car traffic, Too few options for mass transit 24/7, Too much sprawl
185. too many freeways, not enough good public transit, not enough safe bike lanes, not enough walkable neighborhoods & shopping, Air pollution due to too much auto traffic
186. too many sov, too many short trips by car, lack of viable long distance public transit outside LRT
187. Too much traffic, Overly aggressive driving, Expensive licensing fees
188. traffic / snowbirds, inefficient stop lights, inefficient public transit
189. Traffic congestion (highways), Traffic congestion (surface streets), Emissions
190. Traffic congestion , Public transport inadequacy, Difficulties for non-motorized transport
191. traffic to close to bike lane, non-continuous bike lanes, traffic congestion during peak times
192. Traffic, Bike Lanes, Stop light syncing
193. traffic, pollution
194. Traffic/Congestion, Heat/Comfort,
195. Trolley, Light rail, BRT
196. Uneducated/distracted drivers, Drivers who cause injury to cyclists rarely prosecuted, Poor maintenance of roads
197. Unsafe conditions for bicycling, Excessively-wide intersections make it difficult/dangerous to cross on foot, Bus takes a long time
198. Unsafe Cycling lanes in the City, Mesa is a 1000% better with their lanes and ease of riding, Tempe has little to no safe bike lanes unless you want to ride miles out of the way to use them and the terrible canal multi use paths, College AVE Re development made cycling more dangerous and put the bicycles with more close contact with cars than before you made it more unsafe while Hugh Hallman was on a anti cycling kick! , Bicycle lanes disappear when you get to intersections and re appear 200-300 yards down the road leaving cyclist exposed and drivers empowered to hit you!
199. Unsafe speeds even when bike lanes., not enough bike lanes, protected bike lanes
200. urban sprawl phoenix to East mesa , absence of bike lanes , light rail needs to be expanded (and is planned to, please don't give up on this project)
201. Walkable community redesign, Traffic calming on Regional bicycle routes, Distracted drivers
202. we need protected bike lanes!

8. Please list the top 3 major transportation issues (in order of importance to you) in Tempe.

1. 1/2 mile grid connectivity, RR crossings at 1/2 mile grid, bridges over Salt River (beyond downtown)
2. 101 too crowded, No easy access between 202 (Mesa side) and McClintock
3. A bike path along the railroad tracks from Tempe Town Lake to Kiwanis Park, Bike lanes on Broadway, Pedestrian/bike bridge for crossing University between Mill and Hardy

4. absence of bike lanes , existing bike lanes are very narrow and disappear (i.e. Univeristy E and W of McClintock), constant fear of my bike AND PARTS (wheels, seats) being stolen
5. Accessibility, Parking near pick-up points, Frequency
6. Accidents, Cost , Parking
7. Bad roads, Safe cross walks on busy streets (example: university between ash and hardy), No education on how to bike on the road, for cyclists or drivers.
8. better bike infastructure, better maintaned bike lanes, bike safety
9. Better bike path options please!
10. better connections between Valley Metro bus and light rail, safer transportation for bicyclists, increasing Orbit hours
11. Better North to South access - trolley; bike routes, More bike things always, Arteries to/from light rail
12. Bicycle Connectivity, Bicycle Safety, Pedestrian Safety
13. Bicycle Infrastructure, Alt. Transport to Scottsdale
14. Bicycle Infrastructure, Bicycle/Driver Education, Parking Information
15. Bicycle infrastructure, Public transit, Traffic calming
16. Bicycle lanes are inconsistent, not enough bike lanes, not enough bike routs
17. Bicycle Lanes are scary and not wide enough, Light rail only has one route, Need more bicycle lanes
18. Bicycle lanes, Traffic congestion (surface streets)
19. bicycle road infrastructure, bicycle path infrastructure, passenger rail development
20. Bicycle safety and bike lanes, Improved bike paths (pave Rio Salado path and link to other areas), Strict punishment and a reporting system for aggressive drivers
21. Bicycle safety, Bicycle support, Neighborhood circulators
22. Bicycle safety, Bike lanes
23. Bicycle safety, Pedestrian safety
24. Bicycle, Light Rail, Streetcar
25. Bicyclist not obeying stop signs.
26. Bigger more Bike Friendly lanes, Repair bike lanes, hardy between university and baseline bike lane is terrible
27. Bike access (bike lanes, facilities...), Need to encourage alternative transportation,
28. bike lane disconnection, safe intersections at bike paths, bicycle awareness/education
29. Bike lanes
30. Bike lanes are not protected, Cars on Mill Avenue, Lack of shade on walking paths and sidewalks
31. bike lanes on baseline close to i-10, transit in south tempe, bike lanes on southern near i-10
32. Bike lanes on major streets, Alternate routes on safer streets to avoid major streets, Speed of Orbit drivers in neighborhoods (way too fast)
33. Bike lanes too narrow, Not enough bike lanes, light rail coverage is poor
34. bike lanes, mass transit, low cost
35. bike lanes, protected bike lanes, bike boulevards
36. bike lanes, road quality,
37. Bike Lanes, Stop light syncing,
38. Bike Paths (lack thereof), Light Rail (needs expansion), FLASH (needs a nominal use fee)
39. Bike routes that end suddenly, Lack of connections from one area to another, Lack of bike lanes on major thoroughfares
40. Bike safety

41. bike safety (secured lanes), Light Rail, circulator/Orbit routes and scheduling
42. bikes lane on Rural, bikes lane on McClintock, more bike lanes
43. biking, car, walking
44. bla, bla, bla
45. Bus system unreliable , Price of Transit, Traffic
46. Congestion around ASU, Efficient public transportation, Protected bike lanes
47. connecting bike routes, maintenance of existing bike lanes
48. Connectivity, Bicycle Friendly, Public Transportation
49. Connectivity, Equal access for pedestrians/bikes, Efficiency
50. Consistency of Orbit Service
51. Could use more bike lanes/paths, expand Orbits bus?
52. Could use more lanes for cyclists, improve existing lanes by widening , signs warning drivers pulling out of driveways to look for cyclists and pedestrians
53. Cycling infrastrucuture, PEdestrian infrastructure, Lessening vehicular traffic
54. Cycling lanes , Sharrows for Cyclist , a real street car system that should run down Rural road from Ray RD to ASU
55. Cycling safety, Lack of bike lanes, Constant on-going construction
56. Dangerous Drivers, Bike Lanes, Poor driver knowledge with bikes
57. difficulty riding my bike on rural because of lack of drivers knowledge of bike laws and lack of bike lanes, ,
58. Disconnected bike lanes, Need more education that bikes are allowed on the road
59. Drivers not paying attention to cyclists, Not a strong enough bicycle community, Not enough bike lanes
60. Existing bike lanes on major roads are not separated from traffic., Bus service is not frequent enough during weekends, TOO MANY CARS everywhere!!! Could people who choose not to own a car have significant rewards (tax exemption etc.)?
61. Expanded hours for Orbits, Pedetrian/bicycle only routes, Dangerous Rural Rd intersections
62. Fewer cars on road, Convenience - close connections, Safety for walkers bike riders
63. Frequent transit service, Completing the off-street path system, Closing gaps in on-street bike network
64. Gaps in bicycle friendly routes, Lack of bicycle friendly arterial routes, Lack of law enforcement (3 foot law, etc.)
65. Heat/Comfort, Traffic/Congestion
66. Homeless/dirty people on the bus, Full orbit buses at peak times, Schedule inconsistencies
67. improve north south bike paths in Tempe
68. Improving safety and comfort for people on bicycles and walking, Completing gaps in Tempe bike route network, Equal access for all road users, regardless of their chosen form of transportation
69. inadequate bike infrastructure, red light runners, poor bus service
70. inattentive motorists, ignorant motorists, abusive motorists
71. Insufficient bike lanes, Biker safety, Not enough shade to ride 24/7
72. Lack of bicycle infrastructure., Roads that are inconvenient/dangerous for pedestrians, Roads that seem to cater more to people who want to pass through Tempe rather than Tempe residents.
73. Lack of bicycle lane visibility, Buffer zone between bike lanes and vehicle traffic, Green lanes!
74. Lack of bicycle lanes!, Light rail stops too early!

75. Lack of bike lane / bridge connectivity with phoenix, Aggressive / inattentive drivers, lack of enforcement, Bike theft
76. Lack of bike lanes on major streets, Lack of bike lanes on major streets, Lack of bike lanes on major streets
77. Lack of bike lanes, Use of motorized bikes on sidewalks, congestion on Mill Ave (downtown)
78. Lack of continuous bike lanes, Lack of driver awareness of bikers and pedestrians, Lights not timed
79. Lack of continuous bikeways along arterial street network., Gaps and/or barriers in the bike network overall., Lack of sharing the road on the part of many drivers and bicyclists. There are people who don't follow the rules of the road.
80. Lack of interconnected bike routes, North and South light rail option, More expansive multiuse paths
81. lack of light rail stops/destinations and pick ups, lack of bicycle lanes and lights
82. lack of light rail to south end of city, Congestion of the 101 Highway
83. Lack of parking
84. lack of pedestrian overpasses at major intersections, some orbit busses lack bike racks, light rail stops running way too early
85. lack of protected bike lanes, lack of permeability between bike lanes, lack of shade for cyclists
86. Lack of protected bike lanes, Not enough bike lanes, More Sharrows
87. Lack of protected bike lanes, Too much priority placed on cars, Light rail needs more lines to reach more areas
88. Lack of tree lines streets , Lack of bicycle blvd's, Lack of cohesive bike path network to access all of Tempe
89. Left arrows (should be lagging, not leading the green light)
90. Light rail coverage is sparse, Lack of Express type bus routes
91. light rail often full, potential impacts of arterial traffic from the developments along the lake and Stadium district, more frequent orbit circulation
92. Lightrail frequency, Bus Frequency, Bike lane maintenance
93. logical bike paths, safe bike intersections, bike routes well signed
94. long waits at intersections when walking/biking, short time to cross streets, no Orbit south of US 60
95. Low frequency on some bus routes, pockets of the city with no transit service, many traffic signals are not in sync and make travel longer that should be
96. Maintenance and improvements of roadways, Need more dedicated bike lanes, Public education on rights and responsibilities of drivers and cicylists
97. Major streets with no bike lanes
98. Make University Drive (west of Mill) safe for bicyclists, More N/S bike routes crossing the rail road between College and Dorsey, bike route along the pacific union rail road
99. mass transit not convenient for north / south travel
100. minimum bike lanes
101. More access across the Salt River, Certain roads are dangerous, Construction
102. More and better bike lanes, Later bus/orbit service
103. more and safer bike lanes, physical road conditions, pedestrian lights
104. More bike infrastructure in Tempe, Signaling that is more sensitive to bikes, Expand the Orbits south of US 60
105. More bike lanes and paths, Safer, better bike lanes (protected), More bike parking

106. More bike lanes needed, Broadway road - bike lanes needed, More bike lock-up racks needed
107. more bike lanes, more enforcement of traffic near campus, safer bike lanes
108. More bike lanes, Repair of arterial streets, Hawk light at Western Canal & Guadalupe
109. More bike lanes/infrastructure , Bike share program, Driver awareness/safer roads for cyclists
110. more bike lanes/trails needed, connected to other citie's routes., better traffic control @ sporting events down town., What HAPPENED to the planned mill ave. trolley?
111. more bike trails
112. More n/s bike lanes, Need more calming circles, Better bicycling connections
113. more parking, more light rail, orbits need a second bike rack
114. More/better connected bike lanes, Light rail extensions, Safer roads (lower speeds, narrower, more crosswalks)
115. Most of the roads around the ASU campus suck to use a skateboard on, The timing of lights is very inconvenient for motoring, there a fair number of street corners that have low visibility, making it difficult to turn safely
116. Move bus stops prior to intersection
117. must be high frequency, inexpensive, close to my home
118. Need for bike path along the railroad tracks from Tempe Town Lake to Kiwanis Park, Need for bike lanes connecting Priest and/or Mill to Galvin Parkway, Need for bike lanes on McClintock
119. Need more Bike lanes, Repair and maintenance f bike lanes, PROPER pothole repair. Don't half ass it.
120. Need more bike routes, Lightrail needs expansion, Tons of car accidents
121. need more mid block crossings, need neighborhood bike routes, need buffer between sidewalks and car lanes on arterial streets
122. Need to have more bike lanes, wider, safer separate bike lanes from traffic. More traffic lights that let bicyclist go first & without any traffic flow. Need to make laws & fines stricter to better protect peds and cyclists, ie cars door opening onto bikes, giving cyclist right of way and plenty of space, etc, better public transit, more accessible and wider spread, and more often, Reduce the number of cars using Tempe streets as a freeway to and from Phx to Mesa, ie, Broadway Rd., Rural Road south, Southern, Baseline
123. No bike lane on McClintock from University to 202. Alternate solution is to link to Hayden/Greenway/Rio Salado park bike trail with pedestrian bridge over Tempe Town Lake directly north of Clubview Ave, and make a bikeway directly south to Dorsey and Apache, Why not have protected bike lanes on all roads adjacent to ASU campus and nearby student off campus housing areas? So many accidents could be avoided., Mill Ave would be so much better from Rio Salado to University if you used the example of Pearl St. in Boulder CO. Re-route north-south travel onto Ash, turn roadways into pedestrian walks and a bike lane. Let businesses have more patio seating. Sell temporary vendor space to have an ongoing streetwalk/arts/farmers market feel. Relocate all traffic and parking onto other side areas in conjunction with the streetcar plans. It could be so much better, quieter, more community. A real pleasant hub of life in Tempe.
124. No bike lanes on major roads, Too high of speed on major roads, Car orented roads
125. No good bike paths heading S. of Apache, People cut through our st. on Hall and have driven through our yard. Our neighbors car was hit and person took off, Many busy streets w/ no good bike lanes (Rural Rd., McClintock)
126. no north and south route. , hard to get to grocery stores on public transportation.
127. No Proper Bike lanes, Not many Bike parking in City

128. north to south metro
129. Not as bike friendly as it could be
130. Not enough amenities for bikers/pedestrians, Roads have too many lanes and should be reduced, Not enough funds are allocated for non-auto transportation
131. Not enough bicycle infrastructure (especially going East-West on non-major streets), Bicycle and pedestrian safety, Reduced Orbit bus service on Sundays
132. not enough Bicycle Lanes
133. not enough bike lanes on major roads, feel unsafe while bikeing, car traffic
134. Not enough bike lanes on McClintock, Not enough bike lanes on Rural, The Walk-Only Zone on ASU Campus
135. Not enough bike lanes, Bike/pedestrian accidents, DUIs
136. Not enough bike lanes, City does not encourage bicycle use through programming
137. Not enough bike lanes, Not convenient to get to Downtown Scottsdale, Road work
138. Not enough bike lanes., Bike lane through Univ. Dr. (the one I use most frequently) always has glass, rocks and debris, and west of Mill Ave. is in very poor conditions., Cars are usually pretty aggressive towards bike, or do not have the culture of sharing the lane if there is not a bike lane.
139. Not enough bike paths or bike boulevards , Nee safe places to lock up bicycle with minimal theft., No North South rail lines
140. not enough cycling lanes, lanes not taken care of, Under developed canal paths
141. Not enough miles of safe, protected, paved bike paths, Too much car traffic congestion, Bike/pedestrian accidents with cars
142. Orbit and city buses always leaving the stop early!, No bike lanes on busy streets (McClintock), no need for two lanes on Apache; could create protected lane
143. Orbit to go to Lakeshore, Orbit to go to Guadalupe, Orbit go from Guadalupe to rural
144. Overly aggressive driving, Light rail/train crossings, Foot traffic (jaywalking)
145. Pedestrian safety, Bicyclist safety, Buses interfering with regular traffic
146. planning streets to improve quality for all users, decreasing automobile volume and increasing alternative user space, bike lanes that disappear at intersections, leaving cyclists stick with no place in the most confusing places for all users
147. Police don't support bicyclists, No designated bike routes/protected lanes,
148. pollution, hazards of accidents and injuries, economic inefficiencies
149. Poor bicycle connectivity to parks and other destinations, automobile dominates most roads, safety of pedestrians and bicyclists take back seat to efficiency for automobile traffic
150. Poorly maintained bike lanes , Bike-friendly city access, Jay walking
151. Protected Bike Lanes, Creating bike blvds, Adding bike lanes to McClintock Drive
152. protected bike lanes. i almost get run over on EVERY trip.
153. Public transit, bike lanes, driver education about cyclists/pedestrians
154. Public Transportation used for transport of criminals, burglary and theft movement, Congestion , Bicycle Traffic in a desert
155. Reliability, Bus stop shading, Ability to transfer fares
156. Reliable, fast mass transit, Safe bikeways, Reduce automobile traffic
157. Road disrepair, "Beautification" projects that lead to more congestion and traffic, stop it already, Road construction, it's random and often unnecessary
158. Road Quality, lack of bicycle Infrastructure east of campus, construction not having bike lanes
159. Roads without bike lanes, lack of education for bicyclists
160. rough shoulders/bike lanes, disconnected bike lanes at intersections

161. Route 72 increased frequency, especially at night
162. Routes, Times, Cost
163. Rural Rd, Mill Ave
164. rush hour congestion
165. Safe bike lanes, Safe pedestrian walkways, Traffic calming in neighborhoods
166. Safe commute to work, lack of bike lanes
167. Safe travel for alternative transportation, Parking of all kinds downtown, All transit for all weathers
168. Safe walking and bicycling, Protected bike lanes, Enforce speeding laws
169. Safer bike lanes on major streets, Lack of car sharing programs
170. Safer bike routes
171. Safety on the lightrail, Safety while riding my bike
172. Safety, Equity, Connectivity/accessibility
173. same as above
174. same as above
175. Same as above, Light rail connection to south chandler
176. See , 20.a, See , 20.b, See , 20.c
177. see above
178. Sketchy Bicycle Lanes (often times ending abruptly), Aggressive Motorists, Traffic Lights
179. small bike lanes, lack of awareness at big intersections, bike lanes do not match up and are inconsistent
180. some major streets don't have bike lanes, some bike lanes are not well designed (eg. too narrow), some bike lanes are not well maintained
181. Tempe Police are not fair to cyclists, Tempe Police do not enforce laws that protect cyclists, Road/bike lane quality is poor
182. Timely arrival of buses, Limited reach of neighborhood circulators, Bike lanes feel unsafe/too close to traffic
183. Too few dedicated bike pathways separate from car traffic, Not enough physical traffic/speed control barriers, Traffic lights not synchronized to speed limit
184. Too hot in the summer to be outside, Need to drive the kids to camp before work
185. too wide too many lanes, no yield left turn light yellow, clogged traffic
186. Traffic Congestion , Pedestrian Safety, Walkability
187. Traffic Congestion, Accidents and Safety, Environmental impacts and energy consumption
188. Traffic congestion, Need for established bike lanes, especially around ASU, Updated parking/meters for streetside parking
189. traffic flow around asu campus is too interrupted (e.g. red lights at every block)
190. traffic, pollution, bike lanes
191. Trolley, Lightrail, BRT
192. University congestion, and lack of safe bicycle routes (paths, right of ways, etc) on Rural, Scottsdale, McClintock, and Curry. , Bicycle access from north Tempe along McClintock.,
193. Unsafe, car centric design of Rural road considering the high concentration of pedestrians and bicycles., Traffic speed too high due to speed limits being set too high or because they are not abided by., No shade at many intersections for pedestrians waiting on crosswalks
194. We desperately need a connection for Dorsey across the railroad to Broadway., Bike facilities to accommodate riding in the McClintock/Rural, University to Broadway zone, Extension of light rail to south tempe

195. We need more bike specific enhancements for as many students as there are., Protected bike lanes are needed,
196. Wide roads don't encourage walking, Some roads have no bike lanes, Bike lanes are not protected from car traffic
197. Would like the Orbit to jump the 60 to South Tempe., zip cars at light rail station, change zoning so the businesses mix with residential
198. wrwr, wrewre, wrew
199. Zoning for walkable neighborhoods, Connections & crossings for bicycle routes, Secure bicycle parking at destinations

9. Please list the top 3 major transportation issues (in order of importance to you) in your neighborhood.

1. A crosswalk/traffic light at Country Club Way for students to cross BWay coming from Connolly Middle School, Bike lane on Broadway, Clearing vegetation along Broadway for left turns off of Broadway onto side streets
2. absence of bike lanes , existing bike lanes are very narrow and disappear (i.e. Univeristy E and W of McClintock), constant fear of my bike AND PARTS (wheels, seats) being stolen.
3. accidents, traffic, aggressive drivers
4. Again, too many cars for just local traffic... how can we compel people to walk or bicycle? , Broadway is unsafe for pedestrians and bicyclists.
5. Aggressive drivers harming cyclists, Sensor lights not able to be triggered by bicycles, bike lanes
6. ame as above
7. better pedestrian safety devices around Apache & McClintock intersection, more bike route signs in neighborhood, bike lanes on Dorsey
8. Bicycle access to businesses along Scottsdale Rd (202 to McKellips)
9. Bicycle Infrastructure, Bicycle Infrastructure, Bicycle Infrastructure
10. Bicycle Infrastructure, Orbit Safety, Wayfinding Signs
11. Bicycle infrastructure, Traffic calming, Public transit
12. Bicycle lanes, Road closures
13. bicycle road infastructure, pedestrian improvements?
14. Bicycle safety, Access to bus lines
15. Bicycle safety, Dangerous speeding along Alameda, Cars illegally parked in the bike lane on College
16. Bicycle safety, Pedestrian safety
17. Bicycle, Streetcar
18. Bicyclist not obeying stop signs.
19. Bike bridges/tunnels, Better access to/from light rail, Walkable / shared roads
20. Bike lanes
21. Bike Lanes
22. Bike lanes are not protected, Lack of shade, Cars on Mill Avenue
23. Bike Lanes, Dangerous Drivers, Dirty bike lanes
24. bike lanes, mass transit, low cost
25. bike lanes, protected bike lanes, bike boulevards
26. Bike lanes, Slow down traffic
27. Bike Paths (lack thereof), No bike crossing of train tracks east of Rural (McClintock underpass is unsafe), Excessive empty FLASH coverage

28. Bike theft, Bike sensor for left turns from 13th Street, No shade on sidewalk on 13th Street by railroad tracks
29. biking, walking, car
30. bla, bla, bla
31. Bridge over 1-10 at Alameda, Bike lanes on Broadway Road, Bike lanes on Southern Ave
32. bridge over the i-10 at alameda, A north-south bike route along the railroad tracks east of McClintock, Bike boulevards on the major bike routes such as College, Hardy, and Alameda
33. BRT, Lightrail, Trolley
34. Canal in disrepair, Not enough cycling lanes, Cycling lanes in disrepair
35. Car break-ins, Bike/pedestrian accidents
36. Cars cutting through on 19th St. to avoid lights at Hardy & Broadway, Excess speed on Roberts & 19th St., Excess speed between Beck and Hardy on 16th St.
37. Cars fly down Spence Ave at a dangerous speed. We need traffic calming measures., Spence Ave is poorly lit, so pedestrians and animals are hard to see., The pavement on Spence ave is in terrible condition in front of the new private dorm building.
38. Condition of streets, Driver education, Lack of traffic controls along 5th street
39. connecting bike routes, maintenance of existing bike lanes
40. Connectivity, Bicycle Friendly, Public Transportation
41. Consistency of Orbit Service
42. Cracked streets
43. Cracks in blacktop on amanda lane
44. Cycle/Walk ability for retail and work, Secure bicycle parking at retail, Crossings & connections from one route to another
45. Cycling safety, Lack of a network of connected bike path, Gas too pricy
46. cyclist involved collisions
47. dangerous potholes in bike lanes, commercial trucks in residential areas, safer bike lanes
48. dangerous to cross into neighborhood, no bike lanes on mcclintock, dangerous drivers
49. Difficulty getting to some destinations (public Library) by bicycle, see , 21
50. Dorsey connection
51. Efficient public transportation, Protected bike lanes
52. Equal access for pedestrians/bikes, Safety, Connectivity
53. etween Valley Metro bus and light rail, increasing Orbit hours,
54. Everything too far/sprawl, Road conditions, Traffic
55. expanded bus service
56. Extreme speeding down Kyrene between Baseline and Southern, Lack of adequate secure bike racks at neighborhood shops and stores., The canal path as it crosses Baseline to Kiwanis park is so dangerous. There needs to be a pedestrian bridge or tunnel or some other safe way to continue on the canal.
57. Heat, Limited Routes in/out of neighborhood
58. High speed traffic on blind curves in neighborhood, Deadly Rural and Southern intersection, Noise and danger from Walmart trucks
59. Homeless/dirty people on the bus, Full orbit buses at peak times, Schedule inconsistencies
60. Horrible pedestrian and bicycle infrastructure , Poor permeability and accessibility to transit stops, streets are too wide and speed bumps do little to nothing to slow down most vehicles
61. I hate the speed humps, I have back pain influenced bu these, My neighbor has 9 cars parked in front of his house, The ASU neighbor 2 houses away has several parties a month until 2AM

62. I hope the Hardy drive project turns out OK, better bike lane connection N/S at Broadway & Priest
63. I like the canal stop lights!
64. I live near Marcos de Niza High School. people parking illegally on street during school year., Connect bike path that stops at the Mills Mall to the Tempe Neighborhoods on the west side of the freeway., put in stop light on western canal path where it crosses Price Rd. and the the 101. I've personally seen 2 bicyclists hit at these intersctions
65. I no longer use the bus to my neighbourhood. The 72S driver and his arrogant, obnoxious abuse of passengers on a daily basis put me off the service.
66. I would like to take the Orbit south to Warner
67. Improving safety and comfort for people on bicycles and walking, Safe and comfortable street crossings for everyone, Need for low speed limits for motor vehicles when in neighborhoods
68. inadequate bike infrastructure
69. inattentive motorists, ignorant motorists, abusive motorists
70. Increased density but decreased roadway for automobiles for bicycles, Public Transportation used for transport of criminals, burglary and theft movement, Congestion
71. Jay walking on Southern Ave near Walmart
72. lack of awareness
73. lack of bike lanes
74. Lack of bike lanes , Lack of bike route
75. Lack of bike lanes on major cross streets, Use of motorized bikes in bike lanes,
76. Lack of bike lanes on major streets
77. Lack of bike lanes on major streets, Lack of bike lanes on major streets, Lack of bike lanes on major streets
78. lack of bike lanes, speeding traffic
79. lack of pedestrian crossing on campus, bicyclsits and drivers not properly educated,
80. lack of pedestrian overpasses at major intersections, some orbit busses lack bike racks, lack of pedestrian overpasses at major intersections
81. Lack of protected bike lanes, Not enough bike lanes, More Sharrows
82. Lack of safe bike lanes, Speeding traffic, Light rail is a 20 minute walk
83. Lack of safe north/south bike route., Having to walk 1 mile to get to a business that is .25 miles away because of superblocks and lack of crosswalks., Too many lanes on Apache Blvd.
84. lack of shade, lack of protected bike lane, lack of ped-scale design
85. lack of sidewalk on part of farmer ave., traffic signal with crosswalk needed on Farmer and Broadway- students jaywalk, pave the alleys and send street sweepers down them
86. Lack of street lights on Hardy north of University makes it hard to see and be seen as a pedestrian at night. This was also an issue on Hardy south of Baseline where I used to live., Many drivers and bicyclists choose not to stop at stop signs, especially on/near 5th Street and 13th Street., Lack of comfortable place for Orbit users to sit while waiting for buses.
87. Lack of tree lines streets, No bicycle blvd's, Public transit is too inconvenient for me to get to Mill Avenue.
88. Lack of way-finding signs for transit and bicycles, Lack of East-West bicycle routes and lanes on non-major streets, Reduced Orbit bus service on Sundays
89. Later/earlier service for bus/orbit
90. Light rail coverage is sparse, Lack of Express type bus routes
91. light rail distance, garbage and glass in bike lanes

92. light rail to airport takes longer than bus system used to and 3 times as long as it takes to drive., cars ignore turn only at Ash & University. Cut off bike line to go straight.,
93. Limited parking, Speeding in residential areas
94. long lights at non major intersections, speed of traffic, need of better access to public transportation
95. Low transit service on weekends, McClintock Drive backs up during peak hours, not many bike facilities nearby
96. More bike lanes needed, More bike lock-up racks needed, More bike lanes needed
97. More frequent transit service, Better bike connections to the rest of Tempe, Better transit connections to neighboring cities
98. More protected bike lanes, Visibility of bikers to motorists, Traffic along Mill
99. n/a
100. N/a
101. Need easier access to community business's, More n/s overpasses
102. Need for bike lanes on Eastbound Elliot near (and especially west of) ASU Research Park
103. need more bike lanes, safer, wider, and more separate from traffic, need to slow down W. University vehicles, need to reduce the number of vehicles using W. University Dr. between Priest and Mill Ave.
104. need more mid block crossings, need neighborhood bike routes, need buffer between sidewalks and car lanes on arterial streets
105. Neighborhood circulator out of reach (1 mile away), Cars do not notice or yield to peds crossing, Inadequate shading of bus stops/comfort issues with bus stops
106. No bike lanes on major roads, Too high of speed on major roads, No good east west transit connection
107. No bike lanes On Mclintock, University really aggressive for bike riders
108. No bike lanes, too many cars on the street make it even dangerous for cars to turn, Cars drive very fast and biker safety is biggest concern, Bike theft
109. No crossing light at Carver and Kyrene, No Crossing light Citation and McIntok
110. No easy access between 202 (Mesa side) and McClintock
111. no light rail access without driving or long walk, bike lanes absent on most large roads, no Orbit to light rail
112. no orbit bus
113. no Orbit, no Orbit, no Orbit
114. Non resident parking enforcement, Freeway access, Need for bike lanes - enforcement of vehicle encroachment
115. none
116. Not enough bike lanes, Not convenient to get to Downtown Scottsdale, Road work
117. Not enough dedicated bike lanes (yet), Bike/traffic laws inconsistently followed
118. Not many Bike parks in City, No Proper Bike lanes
119. Only on East West bike path., Few bike lanes
120. Orbit stopping in bike lanes, Bike theft, Lack of decent bicycle racks
121. Orbit, safe secured bike lanes on Broadway, University, Mill Ave.
122. parking , bicycle wrong way riders, running stop signs
123. Pedestrian Level Lighting, Bike Theft , Road Condition
124. Pedestrians, Congestion, Buses causing traffic snags
125. People drag racing on Apache Blvd at 3AM wake me up!

126. people waiting for orbit cause trouble, Orbit should be used by more parents/kids to reduce traffic around schools, neighbors are uninformed about the Orbit
127. Phoenix-Tempe bike path disconnection, safe crossings, bicycle awareness
128. pollution, hazards of accidents and injuries, increase pedestrian/bicycle culture
129. Protected Bike Lanes, Creating bike blvds, Adding bike lanes to McClintock Drive
130. Reliable, fast mass transit, Reduce automobile traffic, Keep traffic slow in residential areas
131. Repaving University, Access to grocery stores, Light on Beck/University is too long
132. Road/ sidewalk quality/upkeep, Uneducated/ old drivers, Transit unreliable
133. Routes, Times, Cost
134. RR crossing NEEDED at Smith/Martin/Country Club Way alignment, N/S Connectivity on for Escalante Neighborhood and all those neighborhoods south of the RR, Our kids need to be able to bike safely to Jr. & Sr. high schools.
135. Running errands by bike, Expanding the light rail to Chandler, Encourage kids biking/walking to school
136. Rural Rd, Mill Ave
137. Rural Road has no bike lane - an issue for students going grocery shopping, No protection of bike lanes from car traffic, Roads are too wide
138. safe bike lanes, increased public transit (no orbit in my area), safe driving
139. Safe cross walks on busy streets (example: university between ash and hardy), Bad roads, Well lit bikes on the road
140. Safe travel for alternative transportation, Parking of all kinds downtown, All transit for all weathers
141. Safety hazards caused by misuse of bike lanes and sidewalks by pedestrians, bicyclist, motorist., Motored vehicles traveling too fast, No bike lane for bicycles travelling south on Mill, south of University, yet a high number of bicycles travel that route.
142. safety while riding my bike
143. Safety, Equity, Connectivity/accessibility
144. Sketchy Bicycle Lanes (often times ending abruptly), Aggressive Motorists, Traffic Lights
145. slow traffic cycles lead to noncompliance for pedestrians/cyclists in hot weather
146. Slower speed limits around popular destinations, Increased outdoor amenities - parks, Noise and pollution
147. some major streets don't have bike lanes, some bike lanes are not well designed (eg. too narrow), some bike lanes are not well maintained
148. speed of cars through our neighborhood, signage telling people of kids playing
149. Speed, Parking
150. speeders on our neighborhood streets
151. Speeders!, People not stopping at stop signs!
152. Speeding on 48th street south of Guadalupe , Poor lighting, Inconsistent bike lanes
153. Speeding on residential streets, Bicycles not obeying traffic signs, Our "15 miles at all times" school zone signs, which nobody obeys and are not enforced
154. Stop lights that take forever to change, even when there's no cross traffic, No bicycle detours during construction, The intersection at Hardy and University terrifies me.
155. Stoplight on Alameda and Rural makes cars wait too long
156. street car should go down rural, protected bike lanes, slower speed limits for cars
157. Street condition

158. Street parking in the neighborhood during ASU's school year is very high, Lack a way to connect between Broadway and Apache without using Rural or McClintock (i.e. sidewalk path that bridges the Rail road tracks), More expansive multiuse paths
159. Street repair, Bike lanes, Bike safety signage
160. the main roads are crap, bike lanes are either too small, cut off for no reason or just plain don't exist which is a problem for a lot of streets actually
161. The only issue I have is that we live on Hall Street 1413 E. Hall. People use our street to cut through the neighborhood. They speed around the corner. Our neighbors car was hit and the person took off. Someone drove into our yard, knocked down part of our tree and took off. It is dangerous and there are many children and pedestrians in the neighborhood. , ,
162. The safety of , 30 Bus Stops, The , 81 being accessible, Bike paths ending suddenly and hot lights
163. There are not adequate bike lanes and it is dangerous to bike, There is not enough shade where people can bike and walk, Car lanes should be reduced on all major roads
164. Too far away, Need to be frequent
165. Too hot to be outside in summer (can you fix this?? ha, ha)
166. Too much population density zoning in residential neighborhoods originally zoned for single-family residences, Too few protected bike lanes, Not enough physical traffic/speed control barriers
167. Too much speeding, cut through traffic from poorly designed arteries around my house, Not enough miles of safe, protected, paved bike paths,
168. total lack of light rail coverage, bicycle lanes follow extremely busy streets and are not dedicated with bicycle lanes,
169. Traffic calming
170. Traffic Congestion, Accidents and Safety, Loss of public space
171. Unequal treatment of non-car travelers, Motorist abuse of non-car travelers, non-sensical laws for non-car travelers
172. Unregulated motorists/University Drive, Quadrangles Village gate access, Lack of bus service to relevant destinations
173. Very few bike lanes in the surrounding streets.
174. very wide streets/encourages speeding, bike lane continuity, lack of bike lane signage/information
175. Western canal to cross at baseline near Kyrene, Bike lanes suddenly end, Bike parking often not safe/visible areas

10. Please list (in the order of importance) three streets (arterials and/or collector streets) in Tempe that should have bike facilities i.e., bike lanes, protected bike lanes, bike boulevards, etc. A bike lane is a portion of the roadway designated for preferential or exclusive use of bicyclists and defined by pavement marks, curbs, signs or other traffic control devices. Bicycle boulevards are streets with low motorized traffic volumes and speeds, designated and designed to give bicycle travel priority. Bicycle Boulevards use signs, pavement markings, and speed and volume management measures to discourage through trips by motor vehicles and create safe, convenient bicycle crossings of busy arterial streets. Protected bike lanes are conventional bicycle lanes paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane.

1. 48th street north of Guadalupe to baseline
2. 5th St and Roosevelt - Signage
3. A bike path along the railroad tracks along Kyrene from Tempe Town Lake to Kiwanis Park, Bike boulevards on the major bike routes such as College, Hardy, and Alameda, Bike lanes on Southern
4. A bike path along the railroad tracks from Tempe Town Lake to Kiwanis Park, Bike lanes on McClintock, Bike lanes on Broadway
5. A East-West bike route along the railroad tracks between Broadway and Apache , bike path along the railroad tracks from Tempe Town Lake to Kiwanis Park, Bike lanes on McClintock
6. A place to cross the train tracks between Rural and McClintock. , McClintock Dr
7. Alameda Drive, Rural Road
8. Alameda, McClintock, Broadway
9. Apache Blvd
10. Ash & University -- bike lane does not deter cars
11. Ash, University, Southern
12. ASU ONLY, University, Mill
13. Baseline Rd, Rural Rd, McClintock Dr
14. Baseline Rd., Southern Ave., Broadway
15. Baseline, Broadway, Rural
16. Baseline, McClintock, Southern
17. Baseline, Rural , McClintock
18. Baseline, Southern
19. baseline, southern, guadalupe
20. Bike boulevard from tempe to south chandler between dobson and price
21. Bike lane on rural road, Bicycle boulevard on College ave, Bridges over freeways on Alameda
22. Bike Lanes, Bike Boulevards, Protected lanes
23. Bike lanes/boulevard along McClintock, Bike boulevards along College, A bridge over the 101 at Alameda
24. bike path along the railroad tracks from Tempe Town Lake to Kiwanis Park, Bike lanes on McClintock, Bike lanes on Broadway
25. bla, bla, bla
26. Bridge over 1-10 at Alameda, Bike lanes on Broadway Road, Bike lanes on Southern Ave
27. Broadway
28. broadway needs protect bike lanes, Rural needs protected bike lanes,
29. Broadway rd, Rural rd, Mill Ave
30. Broadway Rd, Southern Ave, Alameda Dr

31. Broadway Rd., Rural Rd., Mill Ave.
32. Broadway road
33. Broadway Road, McClintock Road, Southern Road
34. Broadway Road, Mill Avenue
35. Broadway Road, Rural Road, Southern Avenue
36. Broadway, Hwy 143, Southern
37. Broadway, mcclintock, southern
38. Broadway, McClintock, Southern
39. Broadway, Rural , Southern
40. Broadway, Rural, McClintock
41. Broadway, Rural, McIntock
42. Broadway, Rural, Mill Ave
43. Broadway, Rural, Southern
44. Broamor dr from Terrace to College Ave , Hardy from Southern to Rio Salado , College Ave From us 60 to Apache blvd
45. Canal at 44th Street and Washington to Mill and Washington, Priest has no bike lane from Washington to Broadway, Cycling lane pidded to Southern
46. College ave
47. college ave, east/west canal pathway, university dr
48. College Ave, Mill Ave , Farmer
49. College Avenue, Guadalupe Road, Price Road
50. College, US 60 to Apache, Alameda over 101, Alameda over I-10
51. E Don Carlos and Lemon Street should be a Bicycle Boulevard, Apache has bike lanes, but still feels unsafe with speed of vehicles passing you. Protected bike lanes would be better, McClintock has nothing regarding bike infrastructure yet has many people biking through that corridor. Protected bike lanes would be optimal for this street.
52. Elliot, Baseline, Kyrene
53. Elliott, Rural , McClintock
54. Elliott, Rural , Southern
55. Every street should have a bike lane, Rural Road, Broadway Road
56. Guadalupe bicycle boulevard, McClintock protected bicycle lane, Baseline bike lane
57. Guadalupe, Country Club Way, carver rd alignment
58. Hardy Drive (too much vehicle traffic, not enough separation), South of Guadalupe, E-W routes are limited, Bike/Pedestrian route connecting Dorsey over the train tracks
59. Hardy Drive, University Drive West of Mill Avenue, Mill Avenue South of University
60. Hardy Rd, College Ave, Mill Avenue
61. Hardy, Apache, College
62. Hardy, Apache, University
63. Hardy, Warner, Baseline
64. Mc Clintock Dr., Baseline Rd.
65. McClintock between University and Southern, Rural between University and Southern
66. McClintock Dr; McKellips (Scottsdale) to Elliot (I would love ease of access to the amazing shopping center at Guadalupe and McClintock), Rural; the reasons are likely obvious given how major a road Rural is. , Spence ave
67. McClintock Drive (!!!), Southern Ave, Priest Drive

68. McClintock Drive N of Baseline to Rio Salado, Rural Drive N of Baseline to University Drive, Southern Ave from E to W Tempe borders
69. McClintock Drive, Broadway Road, Rural Road
70. McClintock Drive, University Drive, Rio Salado
71. McClintock rd., Rural Rd., Baseline rd.
72. McClintock Road, Rural Road, Broadway Road
73. mcclintock, should be protected, southern, broadway
74. McClintock, Apache, Rural
75. McClintock, Baseline, Rural
76. McClintock, Broadway, Southern
77. McClintock, Elliot, Southern
78. McClintock, Priest bridge, University - so bad it's unusable and dangerous
79. McClintock, Rural
80. McClintock, Rural,
81. McClintock, rural, Broadway
82. McClintock, Rural, Dorsey
83. McClintock, Rural, Mill Ave.
84. McClintock, Rural, Southern
85. mcclintock, southern, arapaho
86. McClintock, Southern, Broadway
87. McClintock, Southern, Broadway
88. McClintock, Southern, Broadway
89. McClintock, Southern, Broadway
90. McClintock, Southern, Rural
91. McClintock, Southern, Rural
92. McClintock, Southern, Scottsdale/Rural
93. McClintock/Hayden, Rural/Scottsdale, Broadway
94. McKellips, Scottsdale / Rural
95. McKlinton dr., Rural Rd, Smith Rd
96. McIntock, Southern, Baseline
97. McIntock, Southern, Broadway
98. Mill Ave (continue south of University), Rural Rd, McClintock
99. Mill Ave south of University , University - protected bike lanes, Southern Ave
100. Mill Ave south of University, Apache/Broadway/Southern east-west traffic, Access north-south between Southern and Baseline
101. mill ave south of university, mill ave north of university, hardy south of broadway
102. Mill Ave, Broadway, University
103. mill ave, university drive, hardy drive
104. Mill avenue, Guadalupe and McClintock intersection, Safer freeway crossings for bicycles and pedestrians
105. Mill, Rural, Elliott
106. Mill, Rural, McClintock
107. Mill, Rural, University
108. Mill, southbound, just south of University, More daytime bike access across ASU campus
109. Mill, University, Broadway
110. n/s between university and broadway

111. No. I've had two bikes stolen from your bike areas at bus stops. , The bike lanes are death traps. Covered in garbage. Potholes every few feet. Unusable. , Why does this matter, the current ones are not maintained and are unusable.
112. Parallel to and near University, entire stretch, especially near campus, Parallel to and near McClintock/Rural/Mill, Parallel to and near Broadway, especially from 101 to Priest
113. Price / 101 (N/S connectivity), Smith/Martin & Country Club Way (N/S connectivity), McClintock (N/S connectivity)
114. Price, Baseline, country club way
115. Priest Road, Broadway Road, Southern Avenue
116. Priest, Rural, Mill
117. Roosevelt, University, All streets, please!
118. Rural (north of Cornell-University), Baseline, Southern
119. Rural , Alameda, Southern
120. Rural , University
121. Rural Raod
122. RURAL Rd , Broadway, Southern
123. rural rd, hardy , broadway
124. Rural Rd, McClintock Dr, Southern Ave
125. Rural Rd, McClintock Drive, Broadway
126. Rural rd, Mill Ave, south of University, Broadway
127. rural rd, southern ave
128. Rural Rd, University Dr, McClintock Blvd
129. Rural rd, w/e broadway (the section that is not already bike lane), southern
130. Rural rd. , McClintock, Elliot
131. Rural Rd., McClintock Dr., Broadway Rd.
132. Rural Rd., McClintock, Southern or Broadway
133. Rural Rd/Scottsdale Rd, Mill Ave , Southern Ave
134. Rural Road - Bike Lane, Broadway - Bike Lane, McClintock - Bike Lane
135. Rural Road connecting Scotts Rd , Southern Avenue, Broadway
136. Rural road south of Divot Drive to Ray Rd, Knox Rd from Warner Ranch Dr to Rural Rd, Watson from Lakeshore to S Country Club
137. Rural Road, all of Priest Drive,
138. Rural Road, Baseline Road, Southern Ave
139. Rural Road, Baseline, Broadway
140. Rural Road, Broadway Road, University
141. Rural Road, Dorsey Road, McClintock Road
142. Rural Road, McClintock Drive, Elliot Road
143. Rural Road, McClintock, Baseline
144. Rural road, Mcclintock, Baseline
145. Rural Road, Mill Ave (south of downtown), University Drive
146. Rural Road, Southern Avenue, McClintock Road
147. Rural south of Baseline, Guadalupe between Rural and 101, Baseline West of Mill
148. Rural south of elliot, All major crossroads in Tempe need desiganted bike lanes, If sidewalk are the only option they should be wider.
149. rural! , broadway!
150. Rural, Broadway , Southern

151. Rural, Broadway, Southern
152. Rural, McClintock, Broadway
153. Rural, McClintock, Broadway
154. Rural, McClintock, Priest
155. rural, mill south of apache, mclintock
156. Rural, Southern, McClintock
157. Rural, Southern, Mcklintock
158. Rural/Scottsdale Rd. (entirety), McClintock , Baseline
159. Rural-Baseline North, McClintock Baseline North, Southern Avenue-Priest East
160. Scottsdale/Rural road, Broadway, Southern
161. Scottsdale/Rural, McClintock, Southern
162. Southern
163. Southern
164. Southern 48th street to Tempe Canal
165. Southern Ave, Rural Road/Scottsdale Road, Broadway Road
166. Southern Avenue, Broadway Road, Rural Road
167. Southern, Baseline, Broadway
168. Southern, Broadway, Alameda
169. Southern, Broadway, McClintock
170. Southern, McClintock, Rural
171. Southern, Mill, Apache
172. Southern, rural, broadway
173. University , Broadway , Mill Avenue
174. University Ave., Mill Ave., 5th Street.
175. University between McClintock and Mill, Hardy between Rio salado and Baseline, Rural
between Rio Salado and Baseline
176. University Dr (Protected Bike Lanes), Rural Rd,
177. university dr, apache blvd, rural rd
178. University Dr., Rural Rd., Southern Ave.
179. University Drive, Broadway Rd, Rural Rd
180. University Drive, Hardy Drive, Ash Avenue (north of University)
181. University Drive, Mill Avenue, Rural Road
182. university going east West to mesa and Phoenix, college ends at campus with no indicated
continuation it says to get off and walk,
183. University Road, protected bike lanes and bicycle priority traffic lights, College Ave should be a
bicycle boulevard, reduced and only local residential traffic, Mill ave from Curry Rd to Guadalupe
Rd.
184. University, Apache, Broadway
185. University, College, Apache
186. University, Mill Ave, Broadway
187. University, Mill, Apache
188. University, Rural Road, Southern
189. University, Rural, Baseline
190. university, rural, McClintock
191. University, Southern, E. Broadway Lane (north of broadway Road.) or some other detour.
Don't narrow Broadway Rd.

11. Please list (in the order of importance) your preferred type of bike facility (i.e., bike lanes, protected bike lanes, bike boulevards, etc.) for each of the streets listed you listed above.

1. A bike path along the railroad tracks along Kyrene from Tempe Town Lake to Kiwanis Park, Protected bike lanes or Bike boulevards on the major bike routes such as College, Hardy, and Alameda, Bike lanes on Southern
2. Any :)
3. any of the above
4. ASU ONLY, bike lane, bike lane
5. Baseline - protected bike lane, Rural - protected bike lane, McClintock - protected bike lane
6. Bicycle boulevard, Protected bike lane, Bike lane
7. Bicycle boulevard, Protected bike lanes, Bike lanes
8. Bicycle boulevards
9. Bicycle boulevards, Bicycle boulevards, Bicycle boulevards
10. Bicycle boulevards, Protected bike lanes, Bike lane
11. Bicycle boulevards, Protected bike lanes, Bike lane
12. Bicycle Boulevards, Protected Bike Lanes, Bike Lane
13. Bicycle boulevards, Protected Bike Lanes, Bike Lane
14. Bicycle Boulevards, Protected Bike Lanes, Bike Lanes
15. Bicycle Boulevards, Protected Bike Lanes, Bike Lanes
16. Bike and pedestrian routes separate from vehicles entirely (e.g. along Tempe Town Lake) that are useful for commuting, Protected bike lanes with a curb and cars parked between the bike lane and the road travel lanes, Wide painted/marked lane with plenty of space, such as along Apache next to the light rail.
17. Bike blvd , Bike blvd, Bike blvd
18. bike blvd, protected bike lane, bike lane
19. Bike boulevard
20. Bike boulevard - Ash & University
21. Bike boulevard, Bike boulevard, Protected bike lane
22. Bike Boulevard, Bike Boulevard, Protected bike lanes
23. bike boulevard, bike path, near shade/water, bike lanes
24. Bike Boulevard, Protected Bike Lane, Bike Lane
25. Bike boulevard, Protected bike lanes, Bike lanes
26. Bike Boulevard, Protected Bike Lanes, Bike Lanes
27. bike boulevard, protected lane, bike lane
28. Bike Boulevards (but not likely with traffic needs), Protected bike lanes,
29. bike boulevards , protected lanes, bike lanes
30. Bike boulevards, Protected bike lane, Bike lane
31. bike boulevards, protected bike lanes, bike lanes
32. bike boulevards, protected bike lanes, bike lanes
33. Bike Boulevards, Protected bike lanes, bike lanes
34. Bike Boulevards, Protected Bike Lanes, Bike Lanes
35. Bike Boulevards, Protected Bike Lanes, Bike lanes
36. bike boulevards, protected bike lanes, bike lanes
37. Bike Boulevards, Protected Bike Lanes, Bike Lanes
38. Bike Boulevards, Protected Bike Lanes, Bike Lanes
39. Bike Boulevards, Protected Bike Lanes, Bike Lanes

40. Bike boulevards, Protected bike lanes, Lights at major intersections for cyclists
41. bike boulevards, protected bike lanes, regular bike lanes
42. bike boulevards, protected bike lanes, slow traffic residential neighborhoods
43. bike lane
44. Bike Lane
45. bike lane (Price/101) both directions, Bicycle Boulevard, bike lane (McClintock)
46. Bike lane , Bike boulevard, Bike lane
47. Bike lane or protected bike lane
48. Bike Lane, Bike Boulevards, Sharrows/Shared Lanes
49. bike lane, bike lane
50. bike lane, bike lane
51. bike lane, bike lane, bike detour
52. Bike lane, Bike lane, bike lane
53. Bike Lane, Bike Lane, Bike Lane
54. Bike lane, Protected bike lane, bike blvd
55. bike lane, protected bike lane, bike boulevards
56. Bike lane, Protected bike lane, Protected bike lane
57. bike lane, protected bike lanes, bicycle boulevards
58. bike lanes
59. BIKE LANES
60. bike lanes
61. Bike lanes (good amount of space), Bike routes and paths (example: sun circle trail), Paved Canal Paths & Rail road paths
62. Bike lanes (that are maintained), protected bike lanes, bike boulevards
63. bike lanes , bike/multi-use path, bike trails
64. Bike lanes on Southern, Bike lanes on Broadway, Bridge over I-10 at Alameda
65. Bike Lanes, as they are.
66. Bike lanes, Bicycle boulevards, Protected bike lanes
67. bike lanes, bike boulevards
68. Bike Lanes, Bike Boulevards,
69. bike lanes, bike boulevards, bike lanes
70. Bike Lanes, Bike Lanes, Bike Lanes
71. Bike lanes, Bike lanes, Bike lanes
72. Bike lanes, Bike lanes, Bike lanes
73. Bike Lanes, Bike Lanes, bike Lanes
74. Bike Lanes, Bike Lanes, Bike Lanes
75. bike lanes, bike paths, protected bike lanes
76. Bike Lanes, Green Lanes, Bike Boulevards
77. Bike Lanes, Protected Bike Lanes
78. bike lanes, protected bike lanes
79. Bike lanes, Protected bike lanes with visual buffer, Protected bike lanes with physical barrier
80. bike lanes, protected bike lanes, bicycle boulevards
81. Bike lanes, Protected Bike lanes, Bike Boulevards
82. Bike lanes, Protected bike lanes, Protected bike lanes
83. bike paths over the railroad.
84. Bike to Boulevard, Protected Lanes, Lanes

85. Bikelane possible protected in high speed areas, Bikelane possible protected in high speed areas, Bikelane possible protected in high speed areas
86. Bikes Lanes, bike Blvd, protected
87. bla, bla, bla
88. buffered bike lane (guadalupe from Kiwanis Park to Town of Guadalupe), bicycle boulevard (club way), bicycle boulevard (carver)
89. College - protected bike lane, Guadalupe - protected bike lane, Price Road - protected bike lane
90. Cycle Track, Cycle Track, Cycle Track
91. cycle track, protected bike lane, bike blvd
92. Designated bike paths separate from roads, Protected bike lanes, Bike boulevards
93. designated bike routes, driving with cars is too dangerous with all the college students we have that are drunk 50% of the time, ,
94. Lanes, Lanes, Lanes
95. Mill - Protected bike lanes, Rural - Protected bike lanes, McClintock - Protected bike lanes
96. Mill Ave - Bike Lane, Rural - Protected Bike lane, McClintock - Protected Bike Lane
97. No pot holes. , No garbage. , Car drivers drive inside bike lanes and do not look for cyclists.
98. not sharing the road with cars, sidewalk, canal path
99. protected
100. Protected bike lands, Bicycle Boulevards, Require proper lights and reflectors
101. protected bike lane
102. Protected bike lane for all, Protected bike lane for all, Protected bike lane for all
103. Protected bike lane on Rural due to traffic speed and volume, or bike lane if traffic is slowed., Protected bike lane integrated on Mill, south of University., Broadway & Southern both need at least a bike lane.
104. protected bike lane, bicycle boulevard, bike lane
105. protected bike lane, bike blvd, bike lane
106. Protected bike lane, Bike boulevard, Bike lane
107. Protected bike lane, Bike Boulevard, Bike lane
108. Protected bike lane, Bike boulevard, Protected bike lane
109. protected bike lane, bike lane
110. protected bike lane, bike lane, bike boulevard
111. Protected bike lane, Bike lane, Protected bike lane
112. Protected Bike Lane, Buffered Bike Lane, Bike Lane
113. Protected bike lane, Paralleled bike paths, Bike Boulevard
114. Protected bike lane, Protected bike lane
115. Protected bike lane, Protected bike lane, Protected bike lane
116. Protected bike lane, Protected bike lane, Protected bike lane
117. Protected bike lane, Protected bike lane, Protected bike lane
118. Protected bike lanes
119. Protected bike lanes
120. Protected bike lanes
121. Protected bike lanes
122. protected bike lanes for all three
123. Protected bike lanes on Rural + McClintock, Bike boulevard for Dorsey connection, bike lanes
124. Protected Bike Lanes Rural, Bike Boulevard (Alameda), Protected Bike Lanes Southern
125. Protected bike lanes, bike lanes, bike lanes

126. Protected bike lanes, bicycle boulevards , bike lanes
127. protected bike lanes, bicycle boulevards, bike lane
128. Protected bike lanes, Bicycle boulevards, Bike lanes
129. Protected bike lanes, Bicycle boulevards, Bike lanes
130. protected bike lanes, bicycle boulevards, bike lanes
131. Protected bike lanes, Bicycle boulevards, Bike lanes
132. protected bike lanes, bike blvd, bike lanes
133. protected bike lanes, bike blvds, bike lanes
134. Protected Bike Lanes, Bike Blvds, Secure/Enclosed Bike Parking
135. Protected bike lanes, bike boulevard, bike lanes
136. Protected bike lanes, Bike boulevards
137. protected bike lanes, bike boulevards (has to be done right, no half assed projects that fail users), bike lanes (must be continuous, no disappearing at intersections)
138. protected bike lanes, bike boulevards , bike lane
139. protected bike lanes, bike boulevards, bike lanes
140. Protected bike lanes, Bike boulevards, Bike lanes
141. protected bike lanes, bike boulevards, bike lanes
142. Protected bike lanes, bike boulevards, bike lanes
143. Protected Bike Lanes, Bike Boulevards, Bike Lanes
144. protected bike lanes, bike boulevards, bike lanes
145. protected bike lanes, bike boulevards, bike lanes
146. Protected bike lanes, bike boulevards, bike lanes
147. Protected Bike Lanes, Bike Boulevards, Bike Lanes
148. Protected bike lanes, Bike boulevards, Bike lanes
149. protected bike lanes, bike boulevards, bike lanes
150. Protected Bike Lanes, Bike Lane, Bicycle Boulevards
151. Protected bike lanes, Bike lanes
152. protected bike lanes, bike lanes
153. Protected bike lanes, bike lanes
154. Protected Bike Lanes, Bike Lanes, Bike Boulevard
155. Protected bike lanes, Bike lanes, Bike boulevard
156. Protected bike lanes, Bike lanes, Bike boulevards
157. Protected Bike Lanes, Bike Lanes, Bike Boulevards
158. protected bike lanes, bike lanes, bike boulevards
159. protected bike lanes, bike lanes, bike boulevards
160. Protected Bike Lanes, Bike Lanes, Bike Boulevards
161. Protected bike lanes, Bike lanes, Bike boulevards
162. Protected bike lanes, Bike lanes, Bike boulevards
163. protected bike lanes, bike lanes, bike boulevards
164. protected bike lanes, bike lanes, bike lanes with hawk systems
165. Protected bike lanes, bike lanes, boulevards
166. Protected bike lanes, Bike lanes, Share the Road signs & education
167. Protected bike lanes, Linear bike parks (8th Street), bike lanes
168. protected bike lanes, more bike lane
169. Protected bike lanes, Protected bike lanes, Bicycle boulevard
170. protected bike lanes, protected bike lanes, bike boulevard

171. protected bike lanes, protected bike lanes, bike boulevards
172. protected bike lanes, protected bike lanes, bike lanes
173. Protected bike lanes, Protected bike lanes, Protected bike lanes
174. Protected Bike lanes, Protected Bike lanes, Protected Bike lanes
175. Protected bike lanes, Protected bike lanes, Protected bike lanes
176. Protected bike lanes, Protected bike lanes, Protected bike lanes
177. protected bike lanes, protected bike lanes, protected bike lanes :)
178. Protected bike lanes, Protected bike lanes, Protected bike lanes!
179. protected bike lanes, sharrows
180. Protected bike lanes., Bike lanes., Bicycle Boulevard (These are nearly worthless in a place like Tempe because non-arterial streets do not connect to one another. (Dorsey Lane for example)
181. protected bike lans, bike lane, bicycle boulevard
182. protected lane, bike lane, bike boulevards
183. Protected lane, Protected lane, Protected lane
184. Protected lanes, Bike lanes, bike boulevards
185. protected lanes, protected lanes,
186. Signs informing cyclists of responsibility to stop
187. This question makes no sense, Stop it with the "traffic calming" nonsense, it doesn't work, Get bikes to follow the rules of the road, they don't EVER stop at stop signs
188. Well lit, paved, smooth canal paths, Crossing bust streets, Bike boulevards
189. Who cares? Just develop them!
190. WIDE right lanes (14 ft+), Sharl'ed lanes, Bike lanes
191. wider bike lanes, bridges over freeways

12. Please list (in the order of importance) three (arterial and/or collector) streets or places in Tempe that should be more pedestrian-oriented.

1. 1/2 mile walking radius from all grocery stores in the city., Major entries to residential areas., Broadway & Mill area around Tempe High School.
2. 100% of down town Tempe. Like it's done in Europe. Cleaner air for all.
3. 5th between Mill Na Ash, 6th between Mill and Ash, Priest
4. 5th St and Roosevelt
5. All of it
6. All of them.
7. Any that have no sidewalks
8. Apache
9. Apache Blvd, University Drive, Rural Road
10. Apache Blvd, University, McClintock
11. Apache Blvd., Smith between light rail & Tempe Marketplace (our neighborhood walks there as the bus connection is so lousy)
12. Apache by the university, Mill Ave.- close it to vehicles and beef up ash., Rural Rd.
13. Apache, 8th Street, McClintock
14. Apache, Lemon, McClintock
15. apache, university, rural
16. Ash & Rio Salado, McClintock and Tempe Market Place, Baseline and western Canal
17. ash avenue, rio salado, mill ave

18. Baseline Kyrene and canal, Guadalupe and Kyrene,
19. Baseline Rd., Mill Ave. south of downtown, University Dr.
20. Baseline west of I-10, Baseline & McIntock, Baseline & Guadalupe
21. Baseline, McClintock, Should be a way to get to the bike lane on 40th and baseline safely
22. baseline, rural, mill
23. Baseline, Southern, Broadway
24. bla, bla, bla
25. Broadmor dr from Terrace to College, College Ave , Hardy
26. Broadway Road, McClintock Drive, Roosevelt Street between Broadway and 13th
27. broadway, mcclintock, southern
28. Broadway, Rural, McClintock
29. Broadway, Rural, Rio Salado Parkway
30. Broadway, Southern, McClintock
31. Broadway, Southern, McIntock
32. Carver and Kyrene, Citation and McIntok, Guadalupe and Bike path crossing by Kiwanis park
33. College Ave, Hardy, Broadway
34. College north of of University
35. college south of apache, hardy south of broadway, mill south of university
36. College, Hardy, Alameda
37. Country club way between southern and alameda
38. crossing rail tracks between Rural and McClintock ie Dorsey Lane, Alameda crossing at I-10, bike path along the railroad tracks from Tempe Town Lake to Kiwanis Park
39. Divot Dr. thru Ken McDonald golf course, carver rd alignment, country club way
40. Dorsey lane, Apache Blvd, University drive
41. Guadalupe rd and Western Canal Trail, Baseline rd and Western Canal Trail
42. Guadalupe Road, Rural Road, Broadway Road
43. Guadalupe and McClintock, Baseline and Kiwanis Park, Freeway on/off ramp crossings
44. Hardy Drive (north of University as well as Guadalupe-Western Canal), McClintock (Rio Salado to Southern at least), Baseline
45. Lakeshore Dr (Sun Circle Trail to Rural)
46. McClintock Dr, Broadway Rd
47. McClintock Drive, Apache Blvd., University Drive.
48. McClintock, Baseline, Southern
49. McClintock, Priest, Guadalupe
50. McClintock, Rural, Broadway
51. McClintock/Hayden, Rural/Scottsdale, Broadway
52. Mil Ave., University Ave., Rio Salado
53. Mill Ave
54. Mill Ave from Rio Salado to University. See above reference to Pearl St. in Boulder CO., University, Rural, Apache, near campus. Protect students that commute. Continuous bike and pedestrian routes from on campus (a mess) to off campus (absent in many areas) U of A has pedestrian and bike underpasses, NAU, UA, CU Boulder, Washington U, etc, all have separate bike lanes on campus that connect to separate bike lanes off campus. ASU has nonsense on campus, walk only obstructions on campus, and only lines on the shoulder on University and Apache. I spent 6 years traveling along Rural Rd from Southern to University, and was nearly hit at least twice each week, and was actually hit 3 times before moving to Scottsdale along the

Hayden bike route, now only having to deal with traffic near campus - and that last .25 miles is always the worst., Long term, all along Rio Salado as the area develops. Make access mainly by street car, bike, walk, and at most 1 lane for cars (delivery truck/residents) in each direction. It could be really nice if done correctly.

55. Mill Ave, Ash, University between Mill and McClintock
56. Mill ave, ASU campus
57. Mill ave, dwntwn Tempe
58. Mill Ave, Mill Ave, Mill Ave
59. Mill Ave, Rural Rd, University Dr
60. Mill Ave, south of University, Priest needs more tree cover, College needs more tree cover
61. mill ave, university ave, baseline road
62. Mill Ave.
63. Mill Ave. downtown between University and Rio Salado
64. Mill Ave., University Dr., Rural Rd.
65. Mill Avenue
66. Mill Avenue
67. Mill Avenue (south of University), McClintock Drive, University Drive
68. Mill Avenue between light rail and University - should be totally pedestrian :) , University (should be easier to cross - green light takes forever at Ash and University), Broadway (sidewalks are super tiny!)
69. Mill Avenue Downtown, University Near ASU, Curry inside Papago
70. Mill Avenue in downtown Tempe
71. Mill Avenue, ASU Campus, Downtown Tempe
72. Mill Avenue, Priest Boulevard
73. Mill Avenue, Southern Avenue, Broadway Avenue
74. Mill between Rio salado and Broadway, University between Rural and Hardy, Baseline between Rural and Hardy
75. Mill south of University, Apache east of campus, Arizona Mills Mall area
76. Mill, Farmer, Hardy
77. Mill, Kyrene, Priest near Arizona Mill
78. Mill, Rural, Broadway
79. Mill, Southern, Broadway
80. Mill, University
81. Mill, University, Apache
82. Mill, University, Apache
83. More pedestrian-triggered crosswalks where canal path crosses road - like the one at Elliott, Traffic signal at Carver and Kyrene to allow safe crossing,
84. NA, NA, NA
85. None.
86. Price Road southbound could use improvement
87. Rio Salado , University Dr, McClintock
88. Rio Salado and Price
89. Rio Salado east to Riverview in Mesa, Apache Boulevard alley light rail route,
90. Rio Salado Pkwy, McClintock road, Southern
91. Rio Salado, McClintock, Rural
92. rio salado, university, roadway

93. Rural
94. Rural around ASU
95. Rural Rd, McClintock Dr, Baseline Rd
96. Rural rd., baseline rd., Southern rd.
97. Rural Rd., Mill Ave. (entirety), Rio Salado (north of ASU campus)
98. Rural Road, Apache , University
99. Rural Road, Apache Boulevard, Broadway Road
100. Rural Road, Broadway
101. Rural Road, McClintock Drive
102. Rural Road, McClintock Road, Southern Ave
103. Rural Road, Southern Ave, University Dr
104. Rural Road, Southern Road, Baseline Road
105. Rural under 202 - No cross light at North off ramp, Rio Salado at Railroad intersection near Ash
106. Rural, Mill south of Apache
107. rural, broadway, mcclintock
108. Rural, McClintock
109. rural, McClintock,
110. Rural, McClintock, Priest
111. Rural, Mill Ave, University
112. Rural, Southern, McClintock
113. Rural, University, Broadway
114. Rural/Scottsdale, Priest, Broadway
115. side walks are for padestrians only, roads or designated roads are for bikers only
116. south of ASU
117. Southern
118. Southern & Rural, Southern & McClintock
119. Southern and Rural, Southern and Mill, Southern and McClintock
120. Southern Avenue, Broadway Road between Priest & 48th Street, Priest Drive
121. southern, country club way
122. Southern, McClintock, Mill (South of University)
123. Southern, McClintock, Priest
124. Streets with sidewalks are already pedestrian oriented, ,
125. Tempe doesn't have pedestrians...it's 120 degrees and we drive, stop rearranging an entire city for the 6 people who want to walk, Cutting Mill down to 1 lane hurts businesses, Chopping into people's yards to allow more pedestrians is stupid
126. The railroad tracks along Kyrene from Tempe Town Lake to Kiwanis Park, A bridge over the 1-10 at Alameda, A bridge over the 101 at Alameda
127. There's plenty of sidewalk for the peds
128. University & Ann
129. university and farmer, priest from the 202- to baseline,
130. University Ave Hardy to Rural Rd, specifically Hardy to AshAve, Broadway Rd, Priest to McClintock, Rural Rd from Curry Rd to Baseline
131. University Avenue, Apache , Rural
132. University between ash and hardy
133. University between Mill and Hardy, Mill Ave between the US60 and Southern
134. university dr, apache blvd, rural rd

135. University Dr.
136. University Dr., Mill Ave., Apache Blvd.
137. University Drive
138. University Drive, Apache , Hardy
139. University Drive, Hardy Drive, Priest Avenue
140. University Drive, Mill Ave south of University, Apache between Mill and College
141. University st., Apache rd., Downtown Tempe area.
142. University W of Mill
143. University West of Mill, Hardy, Tempe Marketplace around and within
144. University, Broadway, Mill Avenue
145. University, Mill, Apache
146. University, Mill, Broadway
147. University, Mill, Hardy
148. University, Rural, Broadway
149. university, rural, rio salado
150. University, Southern, Rural
151. university/asu, mill ave/ downtown, south Tempe
152. Van Buren, Zoo Area,
153. Veterans Way, Rio Salado, Lemon Street

13. Please list (in the order of importance) where you feel there are gaps (destinations) in the Tempe Transit System (i.e., I would like more service to Tempe Center for the Arts or I would like transit service along Warner Road to Home Depot.)

1. 1) East side of Tempe NEEDS N/S connectivity over the RR! * Neighborhood kids should be able to get to Jr. & Senior HS by walking or biking as well as by public transit, and currently this is NOT safe (my kids do it anyway, but it is not safe!)"
2. 1. I would like more frequent bus service on McClintock Road.
3. I would like more frequent bus service on Hardy Drive.
4. I would like more bike facilities everywhere."
5. 1. I would like service to Tempe Center for the Arts, since there is no direct bus route or light rail stop close by. 2. Service to city parks such as Mitchell park or Hudson park."
6. 1. Orbit service south of US 60 2. service to Tempe Center for Arts 3. service to Kiwanis Park"
7. A more direct Orbit route from the transit center to Tempe Marketplace would be nice
8. A way to move quickly north to south in Tempe would be ideal. Basically a way to get from south Tempe to the Lightrail
9. Alameda does not cross I-10.
10. Anything south of Apache is a wasteland. You pretty much have zero bike lanes or any room on the street. I'd love to be able to shop at the shopping center at Southern and Rural, but the area is too deadly. I'm afraid to go there regularly. All roads need their right lanes marked with ""sharl""s to explicitly indicate that they may be used by bicycles. Motorists have attempted to force me off the road on the theory that I'm not supposed to be there if there's no bike lane."
11. Apache needs a bus route running its entire length; Hardy & Southern to ASU should have a more direct route and more options of stops at ASU than just the Northeast side of campus
12. better connectivity between south tempe and north tempe, as well as better connectivity to chandler, south phoenix, etc.

13. bla
14. by the market place, on rio salado. the bike laps around the tempe town lake need to be filled, you have to do some street hunting to find safer more well lit places to ride, not to mention you have to go out of the way just to connect to the path on the east side near mc clintock.
mcclintok
15. Cars are part of the American way, people will not just give them up. It is very short sighted to squeeze them out via creating less roadways. I would say less than 5% of the Tempe voters ride bikes more than once per week. Why is there so much focus on this small faction?"
16. Certain routes go on longer (example: 10pm, 11pm, etc) maybe just less frequent, an hour every bus as a compromise. The 72, 81, etc.. Also i wish the bus on guadalupe would go more east on the freeway into parts of mesa."
17. Closer pick up points to the south and west side of Tempe, nearer the South Mountain area. Closest Light Rail to my area is a 25 minute bike ride THEN I can ride the light rail into downtown Phoenix. But first I have to go out of my way to the East in order to go West.
18. Country Club to Smith for bicyclist/pedestrian, Connect Dorsey from Broadway/Apache, and bicyclist/pedestrian bridge across 102 and Alameda.
19. Don't use Tempe Transit
20. Down University to Kyrene area (Kiwanis)...also, Kiwanis area needs some love and attention in general, there are lots of opportunity for retail growth in the area. Major gap in transportation from Mill area to Tempe Marketplace area, which was built to replace Mill Avenue shopping (letting go of the last bookstore on Mill!). Easier access to Tempe Center for the Arts. Orbit service south of 60"
21. Easier access to/from Tempe Marketplace for E. Valley (i.e. Mesa). The exit to Broadway westbound from 101 southbound is dangerous because there isn't much room to cross lanes. You have to cross solid white lines to do so if there is traffic."
22. East of campus, getting safely and legally from north of the rail to south of the rail is only possible by going through college.
23. Every major street from asu campus should have bike lanes extending a few miles each to serve biking students
24. everywhere except the light rail path
25. Expand the Orbit system south of US 60.
26. faster way to get to airport with mass transit -- bring the bus option direct to terminals back!
More express bus hours to old town, north scottsdale.
27. Gap in the country club way and college. There really are not any protected routes that go North South."
28. Gaps are mainly in timing of service. If transfers are needed, it takes much longer to use transit than to bike/drive/walk depending on the location. But it's a chicken or egg issue to get people out of cars and their personal space and onto efficient transit.
29. Gotta get that light rail running later!
30. I commute to work at ASU from home (near shalimar gold course), the transition when Dorsey Ln meets Rural Rd is a little scary at time . there is no smooth transition to get across the street or to go up to the next street. Its awkward how the bike lane just ends.
31. I don't really think there are gaps in the destinations, but transfers can be maddening with 30-minute headways. For example, getting off the 30 at McClintock to go to Tempe Marketplace it's been quicker for me to walk than it was to wait for the 81.

32. I don't ride the bus because I feel it takes too long, I would love to see an extension of light rail services.
33. I don't use transit, it sucks in Tempe and doesn't go anywhere I want to go. With light rail stops every minute and a half, it takes me 3 hours to get somewhere I can drive in 10 minutes.
34. I feel that transit in Tempe is pretty good overall. I would like to see easier access to Apache Blvd west of the Dorsey Lane light rail station to Mill Ave.
35. I think it's fine as is.
36. I would like a safe way to head towards South Mountain Preserve. Also more cohesive networks for bike lanes/blvds through neighborhoods to allow seriously cyclist access to South Mountain, Ahwatukee, Scottsdale/PV. I live on Rural and Broadmor and have to walk a way to catch the orbit. It is too inconvenient to ride to Mill Avenue. I hope there are bike racks along the Tempe street car because it will be too far for me to walk to it, I will need to ride my bike at which point it would be faster to ride to Mill Ave. I would really like some way to get to Mill Avenue quickly by other means than a bicycle. The Street car should go as far south as possible.
37. I would like better North-South cycling options from ASU campus
38. I would like bicycle service along Rural Road and along McClintock Road. I prefer not to drive my vehicle for short distances, but bicycling from the corner of Southern and Rural down Southern and then down McClintock is really exhausting as a bicyclist because it is stressful maneuvering on the sidewalks.
39. I would like informational signs directly me to the local transit. If im not at a computer or visiting there should be signs at high traffic areas and destination points telling how to get to green transportation
40. I would like more available options for commuting by bike across Tempe town lake/Salt River, also making Scottsdale Rd./Rural Rd. more bike friendly, and more options for lightrail routes going north/north south
41. I would like more bike transportation services from the various hubs. Ie, easier access and more bike storage on the light rails and buses.
42. I would like more direct service from ASU campus to McClintock and Southern, Baseline, Guadalupe, and Elliott.
43. I would like bus service to trail heads in South Mountain Park (as well as to Superstition Mountains - ""hikers bus"" - but it's probably too much to ask for :)
44. I would like direct service from downtown Tempe to Desert Botanical Garden. "
45. I would like more readily available public transportation in the east valley.
46. I would like more service along MccClintock (often go over to Rural and then back track as you get stuck around the train ail lines)
47. I would like more service from neighborhoods to the Tempe Marketplace, to reduce traffic congestion in that area.
48. I would like more service from Rural Road to Trader Joe's or Sprouts Market. Bus service is not punctual and it's infrequent
49. I would like more service to the attractions to the north: Tempe Center for the Arts, Desert Botanical Gardens and the Phoenix Zoo.
50. I would like some way to bike to the Salt River north from my neighborhood, west of McClintock and north of Apache. If not, perhaps more shade along the west side of McClintock, where the wide sidewalk is.
51. I would like the Rio Salado bike path to be paved between its current end at 28th street to Priest drive where it starts again.

52. I would like to see a multi-use path along the UPRR along Ash Road from Tempe Town Lake to Kiwanis Park
53. I would like to see more bicycle specific pathways. Such as bike boulevards on streets like College, Hardy, or Alameda. I would also like to see a dedicated bicycle pathway along the railroad tracks east of McClintock or from Kiwanis Park to Tempe Town Lake.
54. I would like to see more bike paths away from streets, including a north-south bike rout along the railroad tracks East of McClintock and a bike path along the railroad tracks from Tempe Town Lake to Kiwanis Park. Additionally, there should be more bike boulevards on major bike routes such as College, Hardy, and Alameda. Finally, there should be more accessibility for bicycles to cross the freeways, with bridges over the I-10 at Alameda and over the 101 at Alameda.
55. I would like to see neighborhood connectors that don't necessarily loop around the entire city, but rather loop around a smaller neighborhood on a more frequent basis, including stops along major streets such as Rural, Broadway, Southern, etc.
56. I would like to take the Jupiter Orbit to Warner.
57. I would like to see more access for bicycles on public transit.
58. I'd like to be able to bike to Tempe Marketplace.
59. It is large enough now. Increase the number of light rail cars or frequency if more transportation is needed. Taking people to the hospital, Dr, or grocery store is providing for basic needs. If we feel obligated to provide transportation to every person to go to the Airport and the Arts Center then why not the Capital Building or the Cardinal's Stadium, or the Biosphere? Where is the line or the balance? It can not be more and more.
60. It would be amazing to have safe bike routes that could take a bicyclist almost anywhere around Tempe and Phoenix. I feel that there are too many bus stops for each bus. It would be better to have less stops because it seems reasonable for people to have to walk 1-2 miles to get to somewhere. The frequent stops make the bus ride extremely slow, and therefore people do not use the bus. The light rail should go to Chandler Blvd asap, as South Tempe is not accessible at all through the rail.
61. It would be great if the Orbit busses spanned the entire city
62. Kiwanis Rec Center. TCA/Tempe Town Lake (maybe)"
63. Later running (and more dependable for that last bus that sometimes doesn't show) Orbit traffic from the Library to Downtown/Mill Ave Tempe, Tempe town lake and the Tempe Center for the Arts.
64. Making Baseline Road, a section of single-family neighborhoods and multifamily complexes that house professionals, families and a portion of ASU students and faculty who do not wish to live right next to the university, more walkable and bike-able area in order to serve the health and wellness of residents, to provide them transit options and to support individuals committed to sustainable, car-light living or those who cannot afford to own a car. This area is close, but too far away from the Orbit neighborhood circulator. Orbit may be ideal for ped and cyclist support in addition to street design changes. Between Broadway Rd. and Apache Blvd. along Rural Rd. is an area that does not feel safe or secure when walking or riding a bike; I would prefer more public shade and design amenities to beautify the area as well as policy intervention for crime/patrol and public services to address some of the shady activity I have witnessed or have been suspicious of. Homelessness is not criminal, but poverty and crime are often tragically twinned. Concentrate on improving socioeconomic outcomes of area by connecting to public services. University Drive west of Mill Ave. is a hostile place for pedestrians and cyclists; elect for

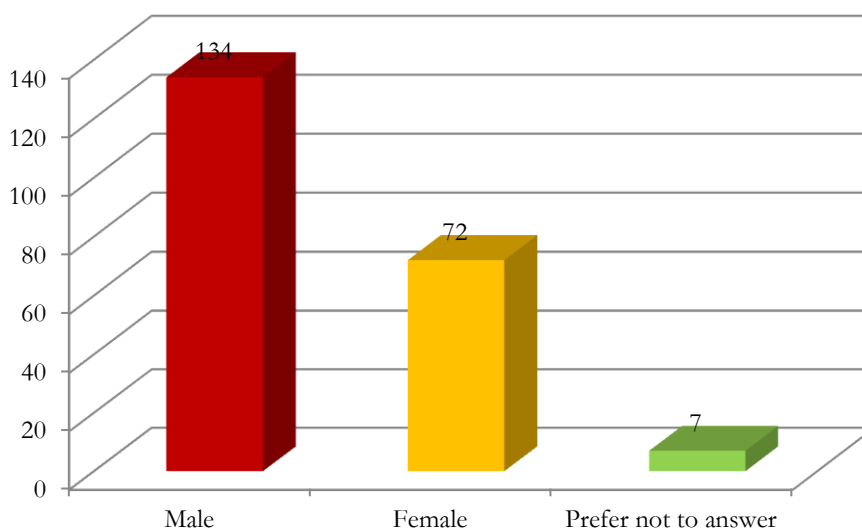
- protected turns and longer ped crossing times at crosswalks as well as advocate for protected bike lanes and shade."
65. Mill and Southern is an active area for students and residents, but it is a long walk to the nearest circulator and even further to the closest light rail.
 66. More bicycle friendly connections between attractions, drinking water available
 67. More bike access and protection
 68. More buses should go straight through instead of diverting to the transit center. These buses should be synchronized with light rail so that if a person needs to go to the transit center they can quickly switch to light rail.
 69. more frequent routes for #81
 70. More service connecting the tempe Marketplace with points further West
 71. More service to downtown Scottsdale
 72. More service to grommage, More service to Tempe Center for the Arts
 73. more services to grocery stores, museums, more attractions
 74. More transit into South Tempe. Street cars that go down McClintock & Rural Rd past grocery stores and shopping."
 75. Most of my destinations are covered by transit (ASU, parents' house, etc.)
 76. Multi-use path access to Kiwanas Park. At least one protected bike path running north/south through the full length of Tempe. At least one protected bike path running east/west through the full length of Tempe"
 77. Need a way to go N/S when you are on or East or Rural
 78. Need an orbit route in south tempe to connect us to ask and the mill Avenue district.
 79. Need less stops (every half mile is sufficient).
 80. Need more frequency (every 15 or 20 minutes)"
 81. Need public trasportation to Tempe,Center for the Arts
 82. No safe and legal bike crossing of the railroad tracks anywhere east of Rural Rd.
 83. No transit between Downtown neighborhoods and supermarket facilities since the elimination of Tempe Center
 84. Not applicable
 85. Not enough light rail options. Needs a ring track surrounding the city, need more tracks period. Great service, just needs to grow. At least we the passengers don't have to endure angry bus drivers in the light rail.
 86. Orbit routes to anywhere south of the 60.
 87. Orbit Service expand to Lakeshore Drive, Carson Drive would b even better.
 88. Orbit service from the south side of the 60 to the light rail station. Orbit to at least a few popular spots south of the 60 such as McClintock Guadalupe intersection that connect this area to the north side. "
 89. Orbit service south of US60 would be great, especially to connect people from south neighborhoods up to the library, to downtown/ASU, to other routes, and light rail. Orbit south of US60
 90. Parts of Rio Salado, Warner Road is definitely a large gap in service. Mostly good good everything else!
 91. phoenix zoo and botanical. garden as destinations. street car along rio salado. from mill to riverview"

92. Rio Salado Parkway (Tempe Center for the arts, apartments/condos, new Marina Heights, connections to Mesa). Orbit service south of US-60, specifically for Kiwanis Park, Elliot/Priest , Warner/Priest, and Tempe Sports Complex.
93. Run Orbits downtown until after the bars close. Why do we subject everyone to taxi use as the primary late night transportation? Why do we push zero tolerance DUI enforcement but then offer no public transportation past 2 am? This means to me one cannot even have one drink at dinner then drive. Taxis are polluting, unsafe, and are completely opposite of the car-free neighborhood culture we should be promoting in Tempe. They try to rip off patrons and at least half the time, I end up having to advocate for a reasonable fare as many operate without meters and in illegal and illegitimate ways. They are an economic burden. They are unsafe and I fear for my safety with their driving and faulty equipment. Even for being subjected to assault by getting in a vehicle with a ""stranger."" Why not charge for the Orbits after 10pm or additional late night fares for bus and light rail and give more revenue to the City, not to the taxi driver scoundrels. Shelters. What sense does it make to ride the bus in AZ without benches or proper bus shelters? All of Tempe stops should at least have a bench. We need to make it inviting to show that we are serious about this bus riding business and improvements on bus stops is a good way to start. Sell sponsorship to cover the costs of construction and generate continuous revenue after. We could even solicit private donors to provide for memorial bus shelters. Access to Center for the Arts (I have complained about this in the past to Council member Granville.) All City property should be accessible by transit to be inclusive of all patrons. Not everyone has, wants or needs a car. It's private property so I somewhat understand, but there is nothing pedestrian friendly about Tempe Marketplace once one departs the Orbit. There is nothing bike friendly about getting to Marketplace either. It's supposed to be a gem of our city and it's only car oriented. That makes for a poor impression to be inclusive to those of us who choose not to use or do not have cars.
94. Safer street crossings at all major road ways along the bike corridor from Kyrene canal to western canal. Warner, Elliot, Kyrene, Guadeloupe.
95. service from South to North Tempe. service to TCA"
96. Service on Southern east of Price to the Mesa border on Saturday and Sunday comparable to that provided west of Price. This area is Tempe, too.
97. Service south of Baseline to ASU athletic events, to downtown, to Tempe Center for the Arts, to Tempe Library and Pyle Center, to Cahill Center, to Arizona Mills
98. Shuttles to Downtown Scottsdale from the Tempe transit center would be great! Also, it would be nice to have an orbit bus run along Broadway from near I-10 to somewhere around the 101.
99. South Tempe access via light rail
100. Tempe Center for the Arts. Stadiums. Coordinate access to Zoo, Desert Botanical Gardens, Stadiums near Tempe.
101. Tempe residents have no good way to get to a grocery store without a car. and we have SO MANY college students that could benefit from this!
102. The bike lane on Mill Ave between Broadway and University is terrifying!
103. The light rail only running until 11 on weekdays is a major problem for me. I'd like express busses or light rail to Gilbert and Chandler. The signage for Orbit routes/times is confusing. Also they can't keep up with demand from ASU, I'd like to see ones that regularly fill up run more often"
104. The short canal path between Warner & Kyrene is lacking. The paved section is very uneven (tripping hazard), poorly maintained (often covered in tree refuse) & the paved section

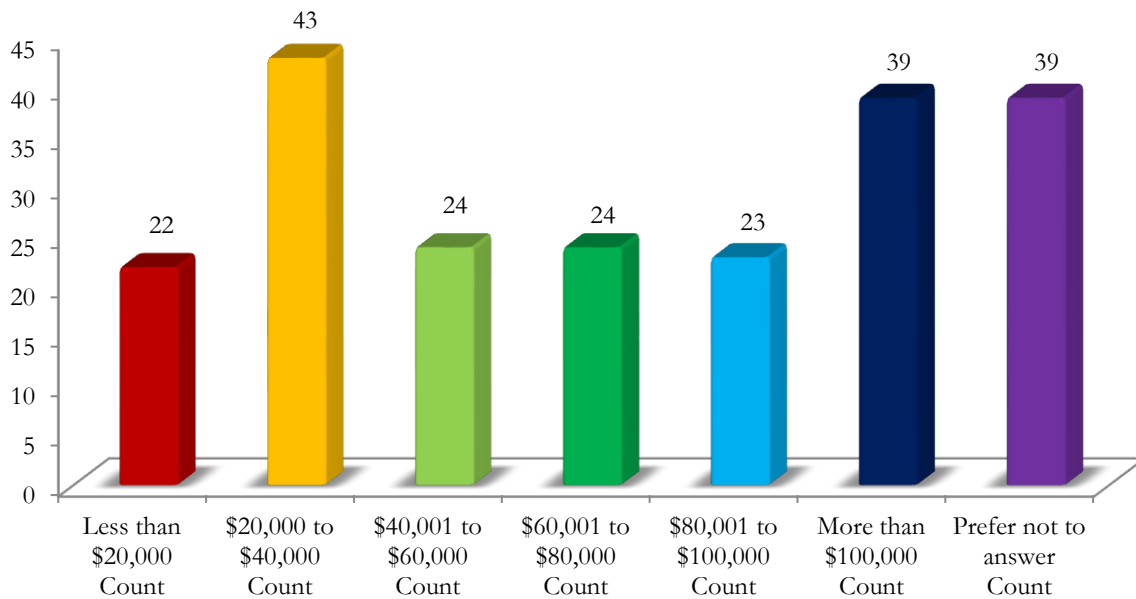
inexplicably stopsstops & transitions to extremely irregular dirt/sand/gravel about 50 yards from Kyrene

105. The two places you mention are a good start, Tempe Center for the Arts and Home Depot, but also the whole shopping center that contains Sprouts on McClintock and Southern.
106. There are gaps in being able to move from one city to another. Example 1: Traveling from Tempe to Phoenix on Broadway Road is very difficult. Example 2: Traveling south on 52 Street from University - once you get to Broadway Road there are no good alternatives for bikes, and it is very hazardous. Example 3: Traveling from Downtown Tempe into Phoenix - there is a lack of good alternatives.
107. There is no orbit south of 60
108. There needs to be more transit and more often between downtown Tempe area/ASU to South Tempe. More public transit to better able people to shop using public transit.
109. There should be more bike lanes south of the Western Canal on Rural. Also bike lanes on Rural north from Baseline. Baseline from I10 to Loop 101 needs bike lanes as well.
110. There should be more Orbit routes. Downtown Tempe to Tempe marketplace and Arizona Mills would be a good start.
111. Traveling north and south via bicycle is really only reasonable on College ave. and then weaving though the neighborhoods south of Baseline. I would like to see more streets designed like College especially near down town tempe (University is awful to ride on).
112. University is not safe, more frequency and Scottsdale stop sucks.
113. Unless you put more reasonably priced grocery stores in Downtown Tempe- you should expand Orbit service and put more racks on the orbit buses.
114. We have so few grocery options in 85281. Build that first, then ensure that residents have reliable access to centers.
115. We should be able to get from Far South Tempe to Downtown Tempe ASU with out having to ride a bus, Light rail or Street Care.. NO MORE money should be spent on the STUPID orbit system . We need a Bike lane system that Crazy Conservative MESA has in Liberal Tempe.. Kinda Ironic!

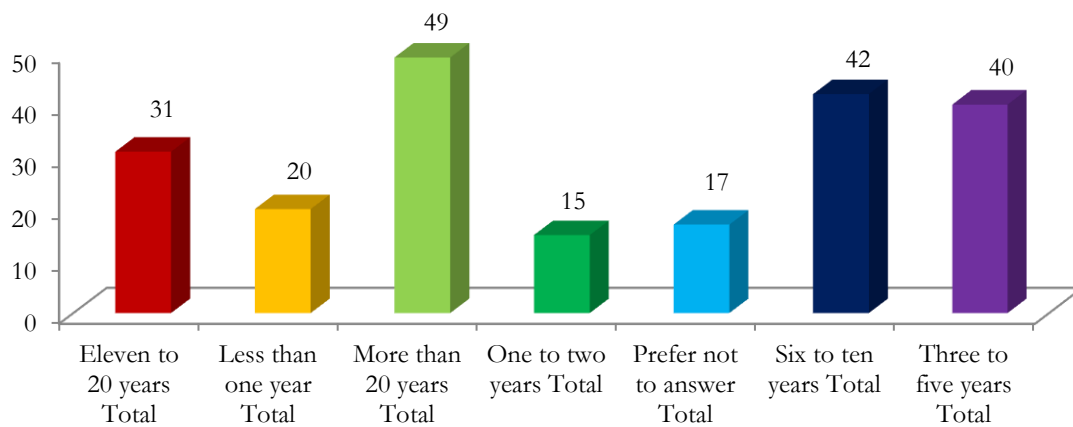
16. Please select your gender



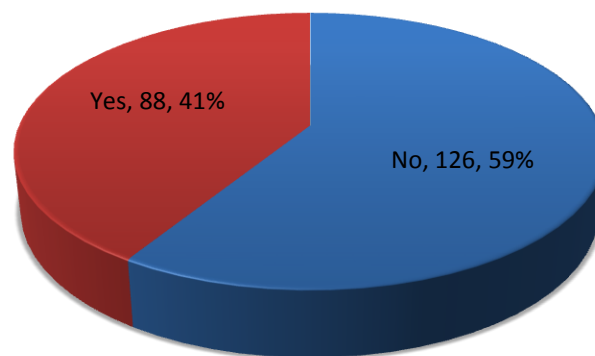
17. Total Household Income Last Year (before taxes)



18. How long have you lived in Tempe?



19. Would you like to be included on our email distribution list?



20. General Comments

1. I moved from Boston to Tempe and learned to ride a bike, please think of safety. I want a parallel road to the railroad.
2. A more extensive low-traffic boulevard system is the best choice for our city. Also need to police unsafe biking, such as when bicyclist fail to yield, around the ASU neighborhoods more.
3. An improvement in both bike lanes and bicycle friendly areas would be much appreciated.
4. Appreciate all you've been doing. Thanks to Tempe Major, Council-members and staff for taking part in 'Bike to Work' 'Policy Rides' etc.
5. At Priest and Elliot, the left turn arrow has a cycle where it sometimes lasts for about 3 seconds. it is absurdly short, people at the back of the line don't have a chance to get through before it goes red. I often see people run the red to get through, it is a real hazard."
6. Better bike facilities everywhere. When my wife and I were looking to move to Tempe we looked exclusively along 5th, Maple-Ash/13th, Alameda, and College, but ultimately decided to move to Denver next month because even living on one of those great streets we couldn't go to, say, Spokes or get to Redemption Church without having to ride on a dangerous arterial roadway. It's just not safe to ride a bike in Tempe, so we're moving. Also, bike routes along University, Orange, and Rio Salado disappear as they cross the 101 and this creates severe safety and connectivity issues as cyclists are forced into the general purpose lane of traffic with little warning to drivers. The perceived or real danger of riding on 45-mph arterials definitely keeps my wife off a bike.
7. Bicycle awareness needs to be a priority in Tempe. Education for both bikers and drivers.
8. Bicycling needs to be the number one priority. Tempe has some good bike routes, but it is often difficult to reach any businesses from them as most businesses are at intersections of major roads with high speed limits and no bike infrastructure. Furthermore, many bike lanes end just before intersections, where bicyclists are most vulnerable.
9. Bike Boulevards seem like a good idea, but will cause more trouble than they are worth. In general, the way Tempe handles traffic flowing through the city badly. If care was taken to better smooth the flow of traffic rather than make it even more painful to get around, it would be better for everyone. Smart bikers already know which side streets to ride down. If we need to spend any more time/money making things more biker friendly, we should do it on these side streets where it is safest for the bike community; not down Broadway, Priest, Southern, or any other major artery.
10. Bike infrastructure in Tempe has improved tremendously in the almost 30 years I have lived here as has the number of bicycles on the roads. Since there is safety in numbers any efforts/incentives to increase the number of bicyclists would be welcome.
11. Bike lanes need to go to business areas, not just recreation areas. Pedestrian safety needs better lights timing. Sharrows and yellow turn flashing light might improve caution on auto operators part.
12. bike path along railroad to connect tempe town lake to kiwanis park
13. Cars are part of the American way, people will not just give them up. It is very short sighted to squeeze them out via creating less roadways.
14. I would say less than 5% of the Tempe voters ride bikes more than once per week. Why is there so much focus on this small faction?
15. We are not China and should not look to socialist county as an example of how to conduct our Transit.

16. Lastly the cost is enormous, we have \$712 MM in debt in Tempe the Transit fund operates at roughly a 65% operating loss.
17. Come on guys, we live in a desert. It is far Far FAR too hot to ride a bicycle here the majority of the year. Adding miles and miles of bike lanes is NOT going to increase bicycle use as a choice. This does not seem very thought out. It is potentially an irresponsible use of resources, fiscal policy, and funding.
18. Having a special elections does nothing except indicate this is something being snuck in the back door. Be careful, at a time where budgets and taxes are critical, it seems reckless to say, Look, we built you a new road for your bike now ride it. What? You don't like to ride on major streets? It's too hot to ride your bike right now? You never go anywhere without driving your car?. We own 3 cars and 3 bikes, if I ride my bike, it is around the block, not to the arts center, or downtown. I am willing to bet that same statement applied to the MAJORITY of people who live not only in Tempe, but in Arizona. This is all an embarrassing example of leadership gone awry.
19. Connecting the green belt from Priest to the canal path on Washington and 40th would be fantastic!
20. Connectivity of facilities is the key to success. Having gaps or ""dead end"" systems won't encourage use.
21. More informational signage on bike paths, lanes, etc. would be helpful (i.e.: Tempe Town Lake signs indicating destinations, mileage, connections, etc.)"
22. Covered in the above but thank you for offering the best public transit in Arizona. However, we can certainly do better when comparing to other US communities. I've been riding the bus in Tempe since the 1970s and have seen minimal improvement in that long time span. Hope to see additional before 40 more years.
23. Crossing the i-10 by bike is scary at most crossing points. Extend existing bike lanes ALL the way to the intersection - like on Kyrene at Baseline (north of Baseline)! We also really need bike/ped bridges over I-10 and the 101 at Alameda. REALLY need bike lanes on Southern/Broadway. I avoid bicycling these streets because cars are aggressive and sidewalks are dangerous. Also, traffic lights at minor intersections take a really long time to change for pedestrians/bicyclists. Especially when you're melting in the heat and there's no shade. Finally, I love bicycling College Avenue from the 60 to ASU. It's really pleasant and I generally feel safe.
24. I am a member of the Tempe Bicycle Action Group, and Tempe Bike People. I am a vehicular cyclist who has had to modify my behavior to survive. Generally, traffic calming, slower speeds on arterials, and connections between neighborhoods would go far. The worst area for us is I-10 and baseline. Keep working on developing a cycle/ped system along canal routes and in between arterials, with protected crossings.
25. I appreciate the city's effort to make bicycle commuting easier. However, most of this only applies to areas around ASU, where even a lot of the bike lanes are in poor conditions. If one tries to go around the any other area of the city with the bicycle, there is not easy bike routes, and the cars are definitely not aware or have the culture to share the lane. It is also quite difficult to commute with the city buses, given that the routes are few and not too frequent, which makes any commuting plan quite a nightmare.
26. I bike down mcclintock to broadway down to dorsey then to campus. I feel very unsafe without bike lanes on broadway and on mcclintock. My sister has been hit twice by cars on these streets.

27. I commute over 8 miles a day every day. The main issue with public transportation in Tempe with riding bikes is not large enough bike lanes and dangerous drivers that don't respect bikers.
28. I do not like Palo Verde trees or mesquites used. They do not live very long, are often pruned incorrectly, and provide poor shade. I hope any tree-lined streets or future plantings will consider the following: *Dalbergia sissoo*, *Ulmus parvifolia*, *Pistachia chinensis*, *Quercus suber*, *Phoenix dactylifera*, *Olea europaea*, *Ceratonia siliqua*, *Acacia willardiana*. I think there should be a large focus on water harvesting from the gutters on any project. Incorporating more edible perennial plants. Use more roundabouts, especially on bike blvds. Tempe is not attractive to pro or serious cyclist due to the hassle of riding from Tempe to Scottsdale, Ahwatukee and South Mountain. Make ASU traffic more efficiently directed. Improve amount of tree-lined streets to promote walking/riding to ASU from south and southeast of campus. Create a grant/reimbursement for any homeowner who plants a tree in their yard that will shade the sidewalk/street. Something like the SRP program, but with a bigger variety of trees.
29. I enjoy the car-free lifestyle I live in Tempe and benefit the most from the location of grocery stores along bus routes such as Rural Rd. and McClintock Dr. Broadway Rd., University Dr. and to a lesser extent Apache Blvd. have serious and noticeable gaps in terms of walkability and ability to cycle safely (one reason why I choose not to bike). Extremely interested in conversion of parking lots on University Dr. into supportive retail presences such as local business, community markets and co-ops and grocery stores and perhaps mixed-use development."
30. I love Tempe!
31. I ride my bike instead of the bus because of how unreliable the transportation system is. I find myself walking or biking more than a mile to get to a bus station that takes me to Tempe. I also can't get home if I work or go to school past 8 pm. I've been late to jobs because of accidents happening in the metro transit system (buses breaking down, strikes, ticket increases). I now risk the streets of Arizona on my bicycle where people almost hit you on a daily basis. I hope something changes, better bus system and safer streets.
32. I support the work that is being done by Tempe to reduce motor vehicle congestion such as the promotion of public transportation options and development of safe, comfortable, and appealing pedestrian and bike routes.
33. I think a lot of Tempe's "fixes" cause more harm than good. You pulled the traffic light out at Alameda and College, which SEEMS like a good idea, until you actually drive to that intersection and see bicycles flying through it and nearly colliding with cars at least 20 times a day. Your "beautification" consists of damaging neighbors' property to put up concrete walls with ugly mosaic tiles stuck in them. Ugly ugly ugly. Stop cutting down trees to put up concrete.
34. I think Tempe is doing a fantastic with the transit system. My 16-year-old niece (who lives with us) and 14-year-old son rely on the Orbit to get to/from school (New School for Arts & Academics) as well as for going to Mill and getting around. Besides Tempe Town Lake. The only reason I drive alone to work is I need to drop our other son off at a school in N. Scottsdale so I'm on my way back. The best part of living close to downtown Tempe is the AWESOME transit. I am the biggest fan of the Orbits. Thank you, thank you, thank you!!! Keep up the good work.
35. I think that bicycle lanes added to the sides of Rural Road especially would reduce the bicycle/car accidents along the road. The speed limit along the road is pretty slow, and I think it would be inexpensive and beneficial if it were re-stripped to include bicycle lanes. Wayfinding signs would be great, along with signs that read "Be Courteous, Bicyclists Signal Turns and Obey Traffic Signs"

36. I think the most pressing need is pedestrian overpasses at the many large intersection in high traffic areas. These are less costly than road work to install bike lanes and reduce accidents/fatalities in other cities. They also save time (and therefore money) in traffic flow. There should be several more near ASU and Tempe Marketplace, especially Rural and University Mcclintock and Rio Salado and Mill or Ash and University
37. I used to be able to take the orbit to University and Mill, get on a bus and be dropped off directly in front of my terminal for air travel. Door to Terminal in only 30 minutes. Now I take the orbit, the light rail, walk 1/4 mile, take a shuttle to T4, then another bus to T3 or T2. Door to Terminal is at its best 45 minutes.
38. I was hit by a car in October, I have been verbally assaulted over twenty times by motorists this year, honked at over ten times this year, been threatened by motorists two times this year, and genuinely feared for my life in a few close calls with improperly passing vehicles (including one public bus and one school bus). Separating cars and bikes more with infrastructure will make me and my friends safer. After being hit this year and getting quite lucky, I do not want to be hit again and risk being unlucky.
39. I was SHOCKED to learn that the BIKE crossing over the RR at the Country Club Way alignment (to connect to the Smith/Martin rail station) is NOT EVEN ON THE CURRENT PLAN! This is a HUGE oversight. I know it has been talked about for YEARS AND YEARS, and I am quite disappointed to see it was not there.
40. I would like more frequency on major bus routes (on Mill, on University, on McClintock, on Rural/Scottsdale Rd etc.), during the week AND during the weekend especially.
41. I would like to see a Bicycle/Pedestrian Bridge over interstate 10 connecting Alameda drive.
42. I would like to see a continued emphasis on increased transit service and frequency. Possibly have Tempe be the first Arizona city to implement overnight service.
43. I would like to see overall a better system of bike facilities particularly separate bike paths similar to those along Tempe Town Lake or Scottsdale's green belt designed to cross Tempe allowing people to ride safely
44. I would like to see protected lanes at underpasses on Mill, McClintock and Southern. I would like to see a bike facility on Southern Ave.
45. I would love to see 10th Street, from Mill Ave to Hardy, become a bicycle priority boulevard. Local traffic only, with cars giving bicycles and pedestrians the right of way all the time. With a traffic light at Mill that only lets bicycles & pedestrians "cross" Mill Ave. (ie, no traffic entering Maple Ash neighborhood). Right now it is already a "bicycle highway" from ASU. But it is unsafe because drivers use 10th St. as a crosscut through the neighborhood, creating unsafe traffic, cyclist and pedestrian hazards, driving too fast and running the stop signs, etc.
46. I'd like to see more enforcement of safe passing laws and tailgating laws, and a reconsideration of the number of roads in town that allow a left turn without an arrow or a right turn on red. As a cyclist, pedestrian and motorcycle rider, these things have led to other drivers putting me in danger.
47. If the cycling/pedestrian crossing on Alameda to Tempe Diablo stadium gets built. The council has been excellent for cycling here in Tempe. We need to get better with pedestrians.
48. In 1981, Tempe Traffic Engineer Harvey Friedson wanted to eliminate bicycles from major streets. He did this by adding lanes and eliminating shoulders. The majority of streets he so modified remain this way today. Tempe cannot be considered "bicycle friendly" until this long-standing injustice is corrected.

49. In addition to making Tempe more bicycle friendly, I'd love to see signs and information to educate bicyclists and drivers. I often see bikes going the wrong way in bike lanes or bikes on the sidewalk etc.
50. In general I like the streets of Tempe. It's hard to satisfy everyone's desires.
51. It seems that every city has piecemeal things going on - there is a need for contiguous routes from one part of the valley to another. The cities need to cooperate and make routes that are safe for cyclists.
52. Look at the MAG bike map - you can see how each city is an island of bikeways, with minimal interconnection. Imagine if cars driving from Mesa, to Tempe to Phoenix had to go over unsafe sections each time they went from one city to another?
53. The I-10 / US60 are like unbridged rivers that impede movement of bikes from one side to the other, forcing cyclists to use less safe alternatives.
54. It would be much more economical to have smaller buses run more frequently on the major arterial. The large buses I see are almost never full. Orbit further South please!!!
55. It would be nice to have a pedestrian/bike bridge over I-10 at Alameda this would be a good connection to Tempe Diablo Stadium and Phoenix, currently there are no bike lanes or safe bike routes to go in that direction. There is also no real way to bike or walk across the Union Pacific tracks east of Rural, it would be nice to have some kind of access this would make getting to places like Tempe Market place easier.
56. I've lived here for a decade and commuted via your services for about 8 of those years. More recently I've avoided the buses as each and every single time I use a bus, I see a driver behaving in a questionable manner. I took the time to complain before. Conveniently, allegedly, the video footage was not retrieved in time to review the driver's behaviour. Odd as when I defended a driver against an aggressive passenger, the video footage was there to back up the driver. When it was a passenger complaint the video wasn't available. How convenient. That lost all Trust I may have had in the word of the bus company.
57. Low density is probably the cause of these transportation issues. Tempe should increase its density to make destinations closer and thus walking and biking more attractive as well.
58. Mill Avenue should be pedestrian only from University to Rio Salado except for limited times very early in the mornings for deliveries, etc. Allow cross traffic on side streets (5th and 7th).
59. You could allow small market stands/kiosks in the street during the day and evening, and have expansive patio/street seating at restaurants. "
60. More road diets like the one that will occur on Broadway would be great! Also, a bike boulevard long Alameda would make a lot of sense with a connection over I-10 and the 101 - especially since there is a railroad x-ing already in place! Lastly a continuation of the bike boulevard on College south of US- 60 should be completed as well.
61. Most of my comments are from my personal experience going to work and back on my bike. The bike lanes along the canal are great but trying to get across streets is a nightmare in the afternoons. Hardy is in need of some serious repair and mill ave north of baseline is not much better in the bike lanes.
62. Motorist have luxury conditions granted. Meanwhile, there are others who don't even have their basic rights accommodated. People shouldn't have to fear for their lives, or fight a battle, just to get from point A to B.
63. no more surface level trains please. 35mph tops? stop lights? whats the point?
64. Note the configuration of Scottsdale Road in Scottsdale north of Tempe boarder vs. south of the border. Scottsdale does it right - Tempe is terrible for cycling.

65. Our side streets that we bike on like American Way, Lakeshore particularly in the bike lanes are like 3rd world streets. Lots of others like that, too many to mention. Our street re paving should be a high priority. Forget about more orbit and street cars let's get our streets repaired"
66. Overall I think the Tempe does a good job regarding most forms of transit including bikes, but I would prefer to see greater emphasis on protected bike lanes. I think a streetcar system similar to the one in Portland would be fantastic and be quite popular given a route along Mill Ave between Southern and Downtown Tempe including the TCA. Also, PLEASE re-do the bike/streetscape along College between Southern and Alameda. That design is TERRIBLE for cars, bikes...everyone. What a disaster. That street is perfect for a protected bike boulevard.
67. Overall, I'm quite satisfied with public transportation in Tempe. It's one of the main reasons I decided to move here. I can't use it to get to work because I work in Mesa, but I like using it for everything else.
68. People are riding more bikes these days and walking. Gas is expensive. Please make more bike paths with shade! Please make cooler paths for this hot town. Bike and pedestrian parks with trees (even desert landscaping) would cool this city off. I know this is about transportation but stop letting developers build horrible, huge apartment buildings with no architectural character.
69. Please build more protected and or green bike lanes
70. Please do more to improve bicycling facilities and safety, including more education for drivers!
71. Please don't shrink Broadway Road. It's high volume enough. Give the neighborhood sound protection but detour a bike path along it so you can avoid shrinking it.
72. Please work with the City of Phoenix and ADOT to finally build a bike/pedestrian bridge over I-10 at Alameda/Roeser. The funding was secured in 2008, then it was taken away. Now it is being talked about again. What city councilman wants a cyclist dead because there was no bike lane at I-10 and Baseline? Give me an address to donate money for this project, I know a dozen cyclists myself who would contribute. The lack of a safe pathway for bicyclists living in south/central Tempe to get to areas of South Phoenix for employment is preventing the adoption of cycle commuting in Tempe.
73. Pleeease don't let rio salado become an office park. The more pedestrian friendly the street, the less it will become a state farm specific street.
74. Population density is too high. High-rise apartments and high-density developments in historic neighborhoods are destroying open space and causing traffic congestion, adding to the overall risks for pedestrian travel.
75. Right now, fear of being hit by motorists is my largest deterrent from riding my bike. I refuse to ride my bike for exercise or recreation at night for this reason. I have seen too many of my friends hit by cars. Designated bicycle pathways, such as those along the canal lines would assuage this fear and encourage riders to go out at night (which is virtually the only time it is cool enough to ride in the summer).
76. Safe bike transit
77. Sharrows should be painted in the middle of the right hand lane on every single roadway. They are an every day, visible reminder to drivers of autos that bicycles have the right to use the full lane. There aren't any roadways in Tempe where lanes are wide enough (minimum 14') to accommodate a bike and auto together. This could potentially cut down on a lot of anger, physical aggression, and "accidents."
78. Stop Talking about this and DO SOMETHING, I have been hit 5 times in the last 2 years on my bike in Tempe

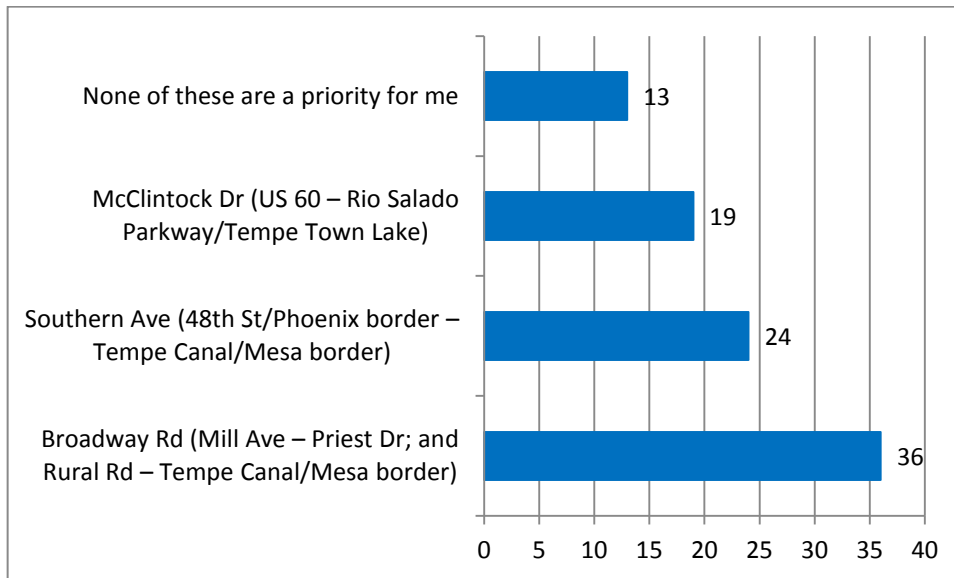
79. Tempe has always been the leader in the Valley when it comes to transportation issues. I'm glad to see there is interest in increasing options.
80. Tempe has done a great job of building a bike network! There are only a handful of remaining connections that need to be made.
81. I live here because stores, entertainment, and friends are all easily accessible by bicycle, and adding some protection to arterial streets will keep us all safer!"
82. Tempe has great cycling infrastructure, but there are several odd gaps (like the lack of a bike lane on southbound Mill between University & Apache & the bike path between Warner & Kyrene) that need to be resolved. Tempe has great appeal to cyclists & I hope this continues
83. Tempe has too many bike lanes/routes that do not connect with other routes or just go nowhere. There is also a lack of maintenance for existing lanes such as the westbound Rio Salado between McClintock & Rural, Hardy between University & 13 St.
84. Tempe is doing a good job, but it can always do better.
85. Tempe Marketplace is hellish for pedestrians and cyclists. Getting there and around that center is terrible.
86. Road closures for sports events in Tempe are awful. It is almost impossible to predict them, learn about alternatives, and negotiate them when caught by surprise. Tempe Police are not helpful and the City website for road closure information is terrible."
87. Tempe needs a grid of neighborhood bike routes with signalled midblock crossings at arterial streets. E/W streets: Alameda, Cornell, Western Canal, Carver, N/S streets: Highline Canal, Kyrene/Western Canal, Hardy, College, Lakeshore/Dorsey, Country Club Way, Tempe Canal.
88. Tempe prides itself on being one of the most walkable/bikeable cities in the Valley, and it is, as long as you are within a stone's throw of ASU. I live very close to campus and yet I am unable to ride my bicycle to a grocery store that is only 2 miles away because there is no safe route. I am an experienced cyclist and bike racer and am not easily intimidated, but I feel that you must have a death wish to ride on McClintock Drive. I also look at Apache Blvd as a huge potential opportunity. There are already large, mixed use buildings there and more popping up. Yet the ground-level retail remains vacant because there is no on street parking and the road is not conducive to pedestrian use. That road is never very busy, even during rush hour. It would not cause a burden to add on-street parking and increased pedestrian facilities to make that retail space viable. With the right approach, Apache Blvd between Smith and Mill could be another Mill Ave district. One that would draw more young professionals who are not college students to the area.
89. Tempe should continue the theme at ASU to build either elevated pedestrian crosswalks or subterranean crosswalks like the ones at NCSU in Raleigh NC. It saddens me that people are run over in Tempe due to lack of attention or inebriation. Also there should be bike signals present so that bicyclists can get an amber or red light to cross safely. Finally, the ordinances should be enforced about bicyclists traveling on congested sidewalks as well as skateboarding.
90. Thank you for all your hard work.
91. Thank you for continuing to make Tempe my favorite place to live/play/travel and for your continued public outreach efforts. The quality of life, walkability, bikeability, transit, events, destinations (especially downtown & Tempe Town Lake), and public art are the reason I continue to live here and spend most of my sales tax dollars.
92. Thank you for giving us the opportunity to voice our opinion on something as important as this.
93. Thank you for making our community safer for cyclists and pedestrians!

94. thank you so much for asking what WE think and taking in to consideration our ideas and concerns. I m so happy and proud to live in the best city in the valley, and am even more proud to be apart of tempes future growth.
95. Thank you Tempe for being such a bicycle friendly community! We are spoiled because we have such a great number of bike routes and the canal networks.
96. All we need to do is fill in a few gaps and we will have a bike route on the canal connecting downtown Tempe to downtown PHX.
97. A painted line on a major road with distracted drivers travelling at 50 miles per hour is NOT acceptable or safe. Protected bike lanes and slower speed limits and enforcement would go a long way. Bike lanes should NOT disappear at major intersections, that is where they are needed most. There are many examples of this already being done in US and European cities.
98. I do not mean to complain, it is just that we are so close to being a true bicycle paradise where people would travel from around the globe to visit our climate and attractions by bicycle. "
99. Thank you!
100. Thanks!
101. Thanks.
102. The area around the train tracks along Kyrene could be beautified and turned into a path, discouraging folks from hanging out in the dark and vandalizing the walls near the apartments and encouraging folks to use visit surrounding businesses on foot or by bike as well as the canal path system at Kiwanis.
103. The best improvements that could be done would be to have on street parallel parking that separates the road from protected bike lanes. This creates a safer environment for bikers by protecting them from moving traffic.
104. The improvements that have been made are great, the wide sidewalk on McClintock between University and Rio Salado works well, however it is isolated. I would also think that the cross cut path through Papago park is a great example or what is being done well, but again it is isolated from people who do not want feel comfortable riding with traffic (bike lane and ""protected"" bike lane).
105. I would work on a plan to connect the fantastic paths that the city does offer, especially the paths that connect to other cities. "
106. The intersection at 5th and Roosevelt is a 4-way stop. I transit through it everyday via car AND bicycle and often see other bicyclists running the stop signs. I believe this is because a lot of college students are from out of state where stop-as-yield for bicyclists is common. I would love some signage to the effect of encouraging bicyclists to stop as they are required per AZ state motorist laws. I am pro-bicyclists but it's infuriating to get cut off day-after-day.
107. The more connected and safer the bike system, the less I and my family and friends will drive.
108. The most important thing that Tempe can do to improve our transportation system is to make people more comfortable and safe on all of our roads, regardless of what type of transportation they choose to use. This means better sidewalks for pedestrians and the disabled, more advanced bike facilities for people on bikes, and road designs that encourage local access but reduce high speed and cut-through car traffic. Many people in Tempe want to bike or walk, but either cannot because of missing facilities or gaps, or they do not feel comfortable using the current facilities due to close interactions with high speed car traffic.
109. There is a need for safer N/S bicycle and pedestrian access over the railroad tracks to the east of College Ave.

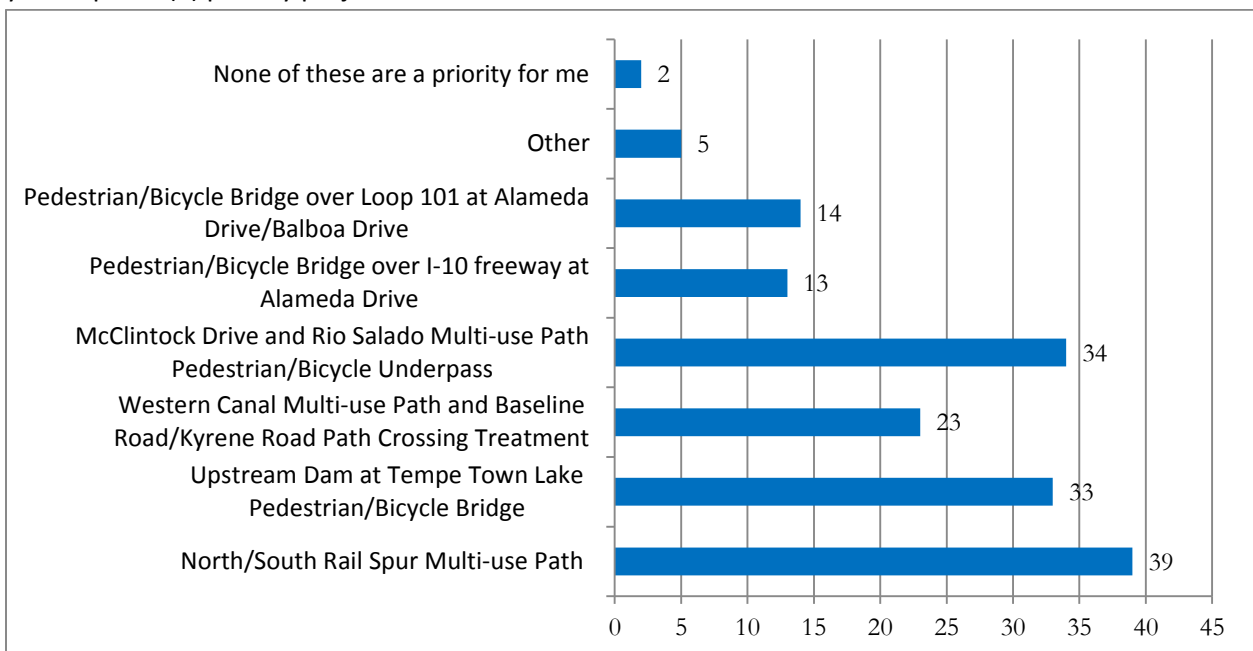
110. There is a need for more bicycle and pedestrian friendly crossings over Highway 60, particularly to the east of College Ave, and over I10, pretty much anywhere would be helpful. It's difficult to reach south Phoenix by bicycle currently.
111. N/S access over the railroad tracks east of College
112. too much car traffic around asu. speed limits are high so biking can be risky.
113. Transit is still viewed as being for the poor. Until the suits take the bus, this won't change, and motivation to improve the system will still be lacking. Driving is just too convenient (until there is a traffic jam) and the needs are so diverse that one solution is impossible. But making bus only lanes, bike lanes, and removing car lanes, may encourage people to shift behavior. Transit has to be just as convenient as a car. It's often the first and last mile of the route that creates the delay. More Orbit style routes, increased frequency, especially for bus and rail, may help. At least until driverless cars become ubiquitous and replace the personal automobile.
114. Try to influence more people to ride. And better facilities to lock bikes that will reduce theft drastically.
115. Very appreciative of the work that has been done so far. College ave is my favorite commute (to Whole Foods) The lanes are wide and well marked, there is some landscaping (though there could be more shade). Not exactly traffic related: Trader Joe's at Tempe Marketplace would be amazing.
116. We moved from Moon Valley in Phoenix and love the Orbit and light rail would like to take it south to Warner Road from Southern and Rural.
117. We need more education for bicyclist. I see bicyclist riding against traffic and on sidewalks too often. Bicyclist ride sidewalks thinking it is safer. Nearly every time I hear of a bicyclist fatality and accident it is a bicyclist riding against traffic and or on sidewalk. Just today . A bicyclist going against the flow of traffic died after he was struck by a semi Thursday morning. The bicyclist was eastbound on the north side of Elliot.
118. Western canal path wonderful for recreational riding, but more options are needed for commuting. Example: I would love to do a bike/bus combination for work, but with the wait times and at least 2 transfers the total travel time one way is 1.5-2.5 hours. In the summer heat, this is specifically difficult.
119. Would like to see more pedestrian cross walks so people are more obligated to cross in proper areas.
120. Wrong-way cyclists are a dangerous hazard which needs to be dealt with by Law Enforcement. Most of these are simply too scared to trust automobiles which they cannot see, and I cannot fault them for that, but when they face me head-on that's hardly acceptable.

B. Transportation Master Plan Survey Responses from online and August 4 and 9, 2014 public meetings as of close of comment period, August 21, 2014.

1. The following streets are candidates for potential bicycle improvements by 2020. In most cases, this would involve the removal of one vehicle lane (on a 5 lane street) in order to add bicycle lanes, while maintaining adequate vehicle capacity based upon traffic volumes. Please choose which street is your number one priority for bicycle improvements from the list below:



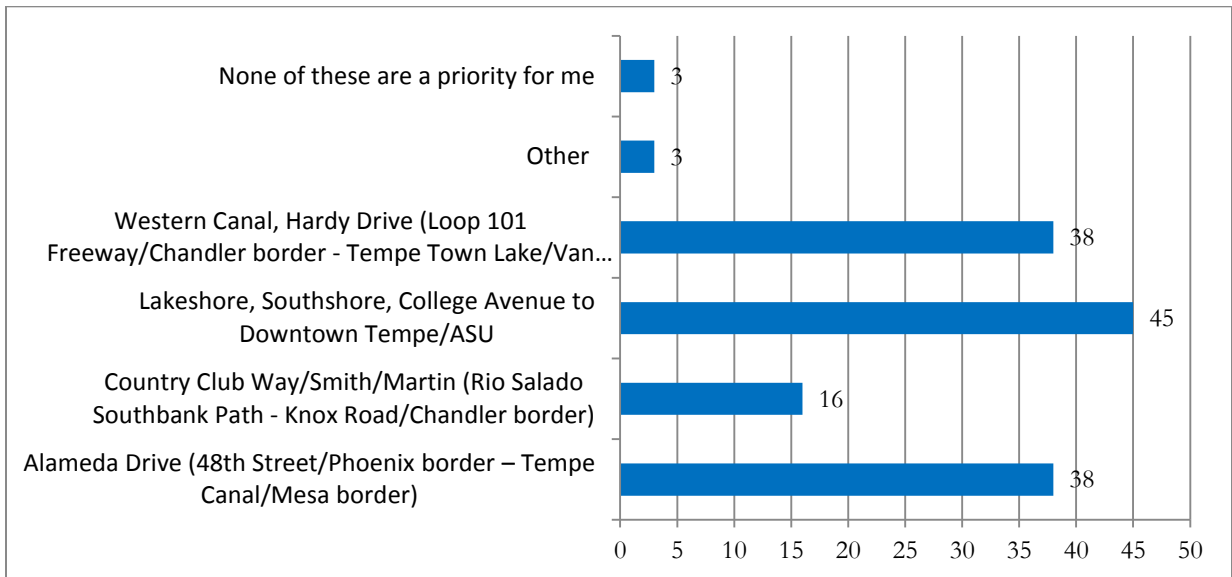
2. The following bicycle and pedestrian path and bridge projects are proposed by 2020. Please choose your top two (2) priority projects:



Other:

- S Tempe Bike Paths
- Railroad crossing east at McClintock
- I ride Broadway to work and its terrible, esp near i-10 bridge. some continuous paths connecting Tempe to central Phoenix would be welcome!
- UPRR at Country Club Way
- Mill Ave from University to 13th

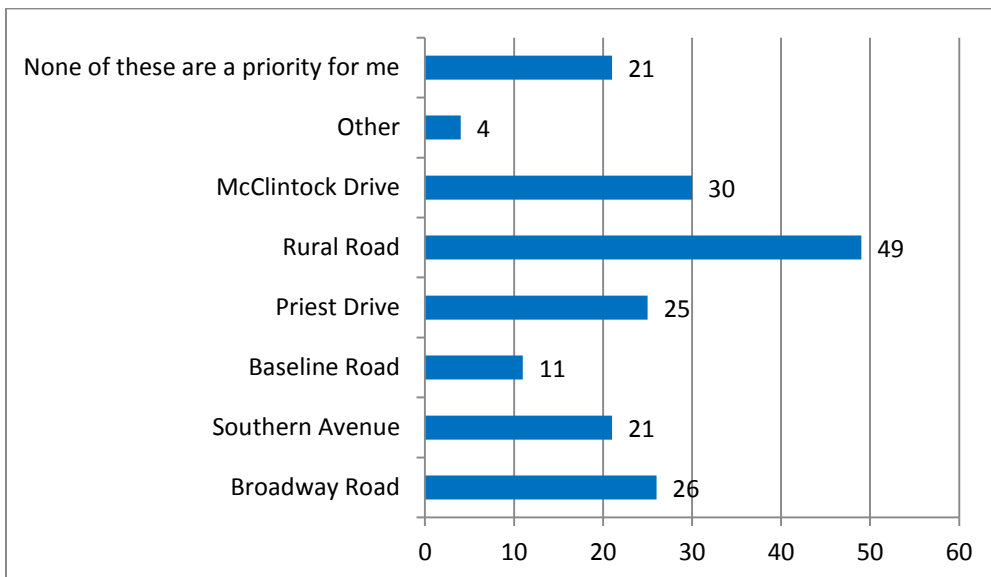
3. Bicycle Boulevards are preferred, high use bicycle corridors that are being introduced in Tempe. This concept would include development of improved street crossings, enhanced bike lanes (buffered, protected, green), and traffic calming to improve comfort for all levels of cyclists. Please choose your top two (2) priority bicycle boulevards from the list below:



Other:

- Apache Blvd
- What about Rural in S Tempe Knox to Canal
- Mill Avenue-Rio Salado Apache

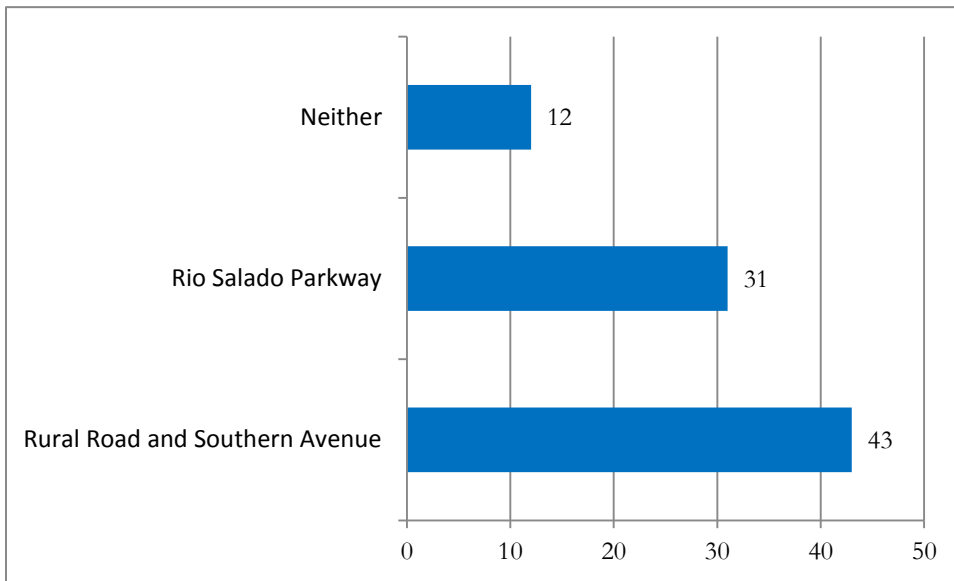
4. The following transit corridors are candidates for potential improvements to bus service frequency. Please choose your top three (3) transit priority corridors for bus service increases from the list below:



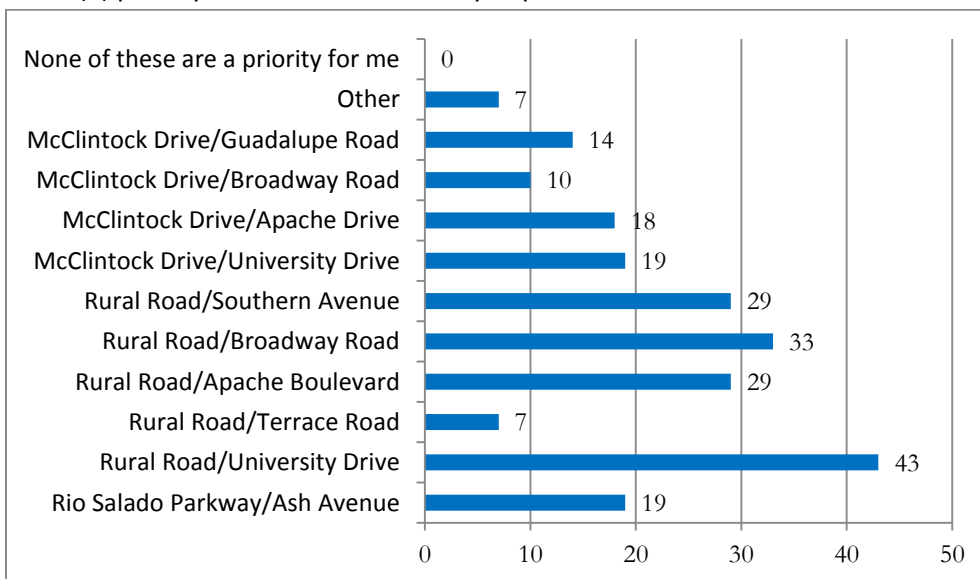
Other:

- Apache Blvd (2)
- Mill Ave
- Orbit for south Tempe

5. Streetcar is planned for three (3) miles in Downtown Tempe and could eventually connect to Rural Road & Southern Avenue and further east and west on Rio Salado Parkway. Please choose street you prefer from the list below:



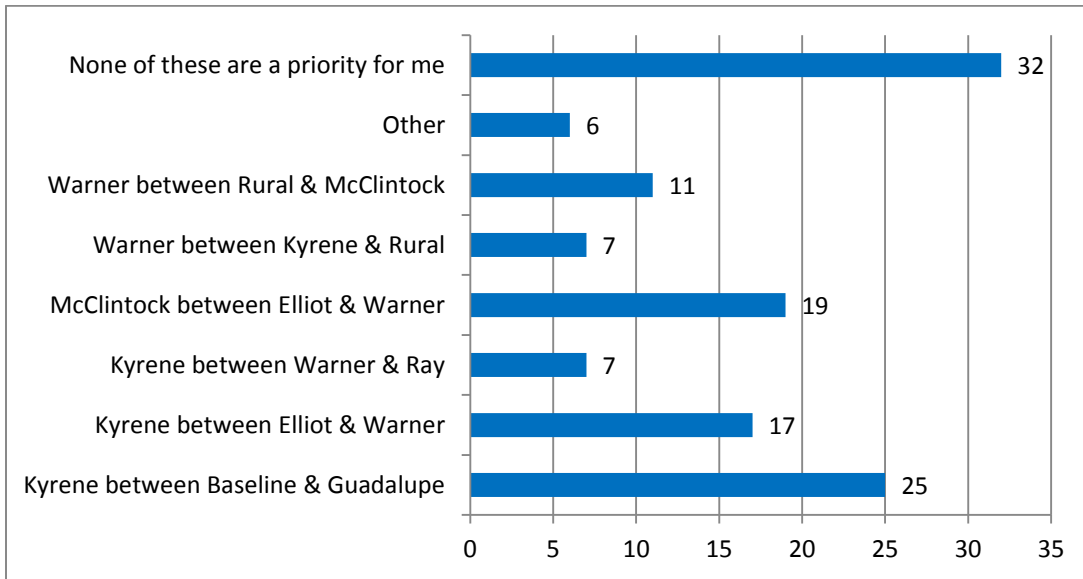
6. The following intersections are identified for safety improvements by 2020. Please choose your top three (3) priority intersections for safety improvements:



Other:

- Not enough knowledge of need at these intersections
- Mill/Southern
- Mill Ave and University Dr (2)
- Rio Salado/Rural
- College & Southern
- College and Broadway

7. The following mid-block crossings were identified for improvements by 2020. Please choose your top two (2) priority intersections for safety improvements:

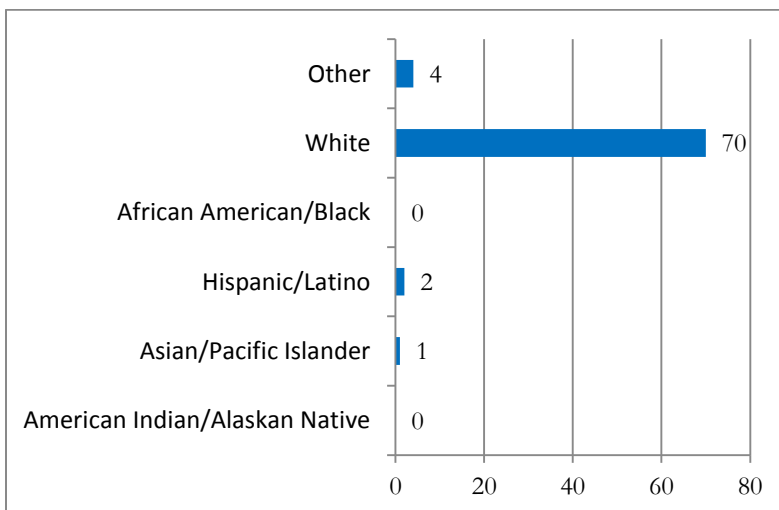


Other:

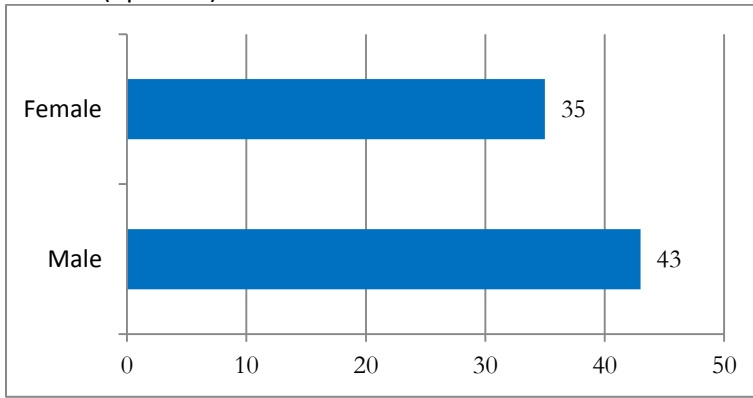
- Warner & western canal
- You mean the canal crossing on Warner?
- Ash and University
- Mill Ave and Apache Dr/13th St
- Baseline between Kyrene and Rural
- McClintock between Apache and University

The following questions were voluntary.

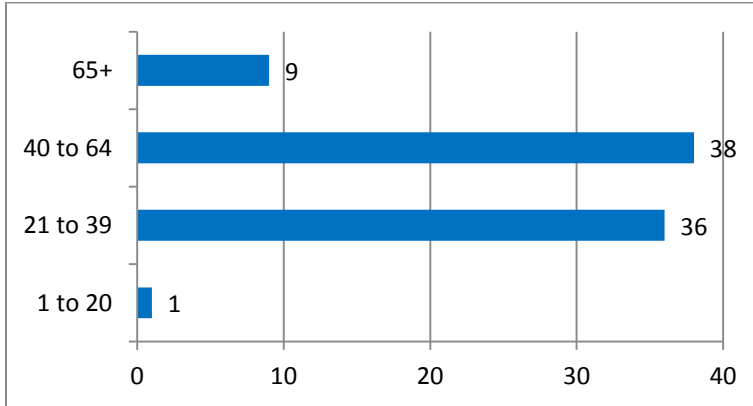
8. Ethnicity/Race (optional)



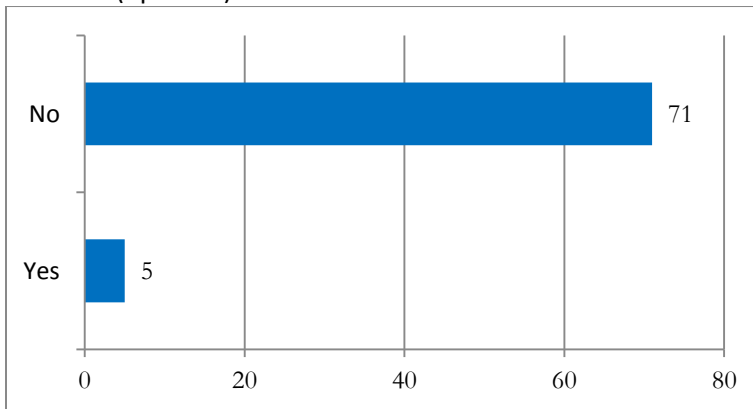
9. Gender (optional)



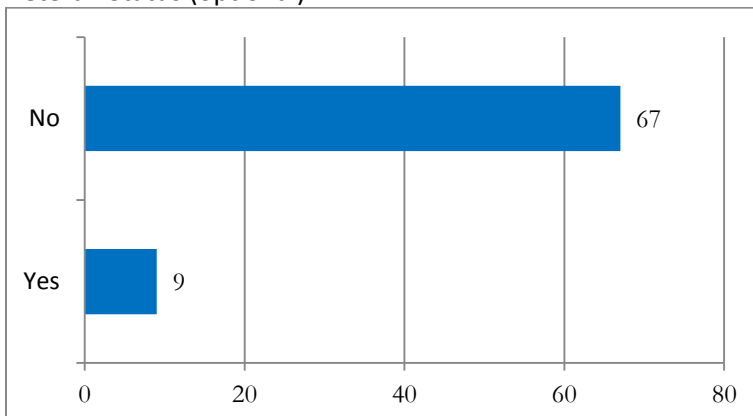
10. Age (optional)



11. Disabled (optional)



12. Veteran Status (optional)



Additional comments :

1. I am 100% in favor of all possible expenditures for new and improved bicycle lanes
2. I love item 1 on bicycle improvements. Make pedestrians, bicycles and cars more equal. Love the protected bike lanes- I would use them! I like the plan.
3. Pleased to see plans to address the lack of a safe & legal bicycle crossing of the UPRR between Rural and Price, but would like to see this happen long before 2040.
4. Bike lanes should not be added to Rural Rd. north of canal. That area is too congested. Instead increase bike lanes on College to canal and then add bike lanes and trees south of canal on Rural. South of canal on Rural treescape (bicycle blvd) and bike lanes. There is not as much traffic south of canal. Contracting Rural north of canal is a mistake.
5. Please, please make biking safer in Tempe. I am really afraid to bike around my own neighborhood. I have been screamed at and threatened while biking even on roads that say "share the road" (specifically on McClintock/Broadway near underpass). Motorists need more education regarding the fact that bikes are in fact allowed on the road and both motorists and cyclists need to know that biking on the sidewalk is extremely unsafe. We need to make our cyclists feel safer on the road! Thank you very much.
6. Stencil & re-stencil bike lanes, sharrows, etc. Education; drivers, bicyclists, & pedestrians have to know what bike lane, bike lane & dotted line, sharrows, green curbs, etc. mean.
7. Do everything we can to improve safe bicycle and pedestrian access. Bicycles and pedestrians improve cities for everyone!! Thank you
8. Many of Tempe's roads are too wide for safe use by residents that bike, walk, or drive. The roads are not safe to cross for pedestrians and are not safe for bike riders. Speeds on these roads are too high for anyone. Please prioritize the re-design of these roads so that they are useable by everyone.
9. Please add/improve bicycle detection at signals to give more crossing time when a bike is present, especially for westbound bikes on Curry in the lefthand turn lanes to go southbound on Mill. Also give a way for bike riders to give that feedback. Thanks!
10. I appreciate the new bicycle and pedestrian infrastructure on 5th, between Ash and Hardy, and north of University on Priest, and I'm excited for the improvements coming to Hardy and Rural.
11. Please protect Tempe's cyclists and pedestrians. They are just as important as motorists.
12. I totally support any improvements to mass transit and bike routes within Tempe, awesome job!
13. I support bike lanes on major roads, protected and buffered bike lanes, bike boulevards, overpasses
14. Need improvements on College Ave from Southern to Apache, bike lane should have it's own path and not have to share with Orbit and/or cars, very unsafe!
15. The existing bike route on Alameda Dr in Tempe is well used. It would be nice if bike lanes were painted in. It is quite wide.
16. Are there any plans to create more bus stops that don't block the bike lane when they stop? I have nearly been squished between the bus and the sidewalk, as it was trying to stop for a patron, and I've nearly rear-ended a bus that slammed on it's breaks and pulled into the bike lane.

17. I would like to see more bicycle safety concern since it is relatively unknown to other motorists on the road that they do share the road with cyclists as well as other vehicles. By simply putting up "Share the Road" signs under speed limit markers, it will make cyclist laws slightly more known and will make the act of cycling a safer one.
18. S Tempe needs to be connected to the Bike Way to Downtown Tempe. Rural has room on the existing right of way to reduce traffic by one lane and put in a dedicated bike path from Corona to the Canal. It's over built use it wisely
19. I appreciate any improvements in south Tempe- since our section of Tempe seems to be overlooked, where all the emphasis seems to be on the area around ASU. South Tempe is ignored and is always ignored. I feel like I live in Chandler. The emphasis is always on ASU, downtown, and Rio Salado.
20. How can a street car fit on Mill Ave when it is already one lane each way. City wants landscaping along roads yet it would have to take out to put in streetcar. Why not use money for something that does not require tracks and taking up space.
21. For question number 14 I was not aware of the streetcar project, a link would have been nice (although despite my initial cynicism googling "streetcar tempe" actually provided good results). I feel that as a student living off campus I would prefer a route along rural, but an extension along rio salado (to the mall) would probably be a superior choice.
22. I think the streetcar is a waste of \$.safety, safety, safety. Road maintenance. As a woman- lights. Police notification. Temperature/garbage/ants
23. I detest the streetcar. I believe it exists chiefly to bring in federal money, not to serve our needs. My other concern- the development planned for the SE corner of Mill and University where traffic is horrible already.
24. The intersection of McClintock and Guadalupe is a disaster. Traffic crossing from the Fry's to Trader Jo. Crossing from the stores on the north side of Guadalupe to Stores on the south side. Some dividers need to be added to prevent this dangerous cross traffic
25. No mid block crossings. You can do these now. 1. where the canals cross major thoroughfares you need crossings now. 2. Rural Rd. south of the canal-Guadalupe is too wide, too fast- streetscape-reduce speed N-S thoroughfares 40 mph or enforce 45 strictly
26. The traffic situation at Mill/University/Rural and areas surrounding is my chief concern. With bikes, pedestrians, multi-story buildings, and density. traffic in the area will be intolerable and dangerous. The development never seems to include a transportation component that offers safety and retains something of the charm of former downtown Tempe.
27. Need Orbit now (way before 2040) south to McClintock and Guadalupe. Make part of current plan!
28. I find it difficult to find morality in Tempe Police setting up DUI mobile precincts during "prime drinking hours" on Friday and Saturday nights without offering mass transit as an alternative. It comes across as a way to identify a safety problem and use it for revenue collection and criminalization instead of offering and encouraging a positive solution. I propose that mass transit should be available until at least 2:30 AM on Friday and Saturday nights and it's use should be encouraged to address this issue.

29. Orbit south of the 60!!
30. Are you coordinating your Master Plan with the private, for hire industry? If not, why not?
31. Having light rail service after 2am would enhance public transportation for me as a potential rider. I haven't used it but I would be more likely to if I could have a safe ride to nightclubs and events downtown on weekends. It would be a great option for Tempe residents who want to go out and socialize and participate in the downtown Phoenix culture.
32. The #1 priority should be a rail crossing at Bonarden. I would love to have it developed to have a multi-use path parallel to the railroad! It would be so rad to be safe going north to south and have a real system be safe (and near my house!)-- the path created for Encore has enriched my life, made it safer, cause community involvement, been a great place to socialize my dog- and thats only from 5th ave to 7th ave! Imagine how it could transform our community from Rio to Chandler!!! Please have properly shaded and patrolled bus stops and work with Scottsdale.
33. I've already filled out a survey at one of the last meetings, but would like to request that a continuation of the Western Canal path through the golf course to Kyrene using the power plant access road. This would give access to the bike lanes and companies on Kyrene between Elliot and Guadalupe. Thanks
34. HAWK crossing at western canal & Guadalupe. a path from western canal at the power station to Kyrene would be useful
35. RubyRide is a much better solution than adding more slow, inefficient, and expensive buses to the Tempe streets. Rubyride.co
36. Good plan so far. I especially appreciate the idea of a premium bus route on Rural with a dedicated lane. It would be very progressive for the valley.
37. I wanted to say that I am very impressed with the work that has been done so far as part of the Transportation Plan. I wholeheartedly support the City's efforts to adapt the streets for better multi-modal use. I have attended several meetings and I really appreciate the staff's attention to detail and genuine efforts to improve mobility throughout Tempe. I especially appreciate the openness to implementing solutions that are not found in other parts of the valley such as bike boulevards and "premium" bus routes. The note I wanted to add was regarding Rural road. I realize that it is being looked almost like a project of its own at the moment due to the complex nature of the road and how critical it is as a North/South corridor. It was mentioned a few times that Rural has been looked at as a potential rail line, or premium bus route. In the Saturday meeting that I attended it was said that the footprint would be about the same for those two modes so I believe that you are thinking about implementing a dedicated bus lane. I wanted to show my support for that notion. This is something that has worked wonderfully in many cities across the world and has proven a cost effective way to increase transit capacity and lower travel times. While we might not have the same character as the cities where this has been very effective, namely Paris and Bogota, I think that Rural road is a unique situation where this would actually work well. A strategy like this could potentially make traveling by transit at peak usage times faster than traveling by automobile and give give transit a time advantage over the automobile it has never had in the valley. I wonder how ridership would be affected if this were the case. It would be interesting to see if developers in Tempe would invest and create the same kind of TOD that you see along the light rail. I know that developers like to see more permanent

(comment 37 continued) infrastructure to build around than a bus lane, but it would be interesting to see if there is a latent market for TOD for robust bus infrastructure. I also wanted to note the geometry of Rural road that I feel has some potential to be addressed. At certain points, namely at Broadway, there are 6 lanes of traffic with two dedicated turn lanes and a wide sidewalk. I have mentioned this at meetings before but I believe that there is an opportunity to improve that road by better utilizing the space and introducing more multi-modal characteristics. Keep up the good work and I appreciate the direction that the Transit Plan is taking.

38. The plan does not indicate enough PEDESTRIAN Access improvements for ADA purposes. It mentions Bicycles, streetscape and roads and bicycles. There is INSUFFICIENT information provided regarding the elements that affect people with disabilities, i.e. audible signals, accessible parking on streets, bus stop site improvements, electronic wayfinding elements, sidewalk changes that improve smoothness of the pedestrian access route (pavers have too much vibration). There is nothing in the plan that indicates this is a "new level of mobility" for people using manual wheelchairs, power wheelchairs, scooters, and other mobility devices. There is a lot of information on BIKES. Seniors, people with disabilities seldom ride BIKES. But we need access to the multi- use paths, parking and other access points. Gaps need to be provided between curbing of the buffered or protected bike lanes. Clear details are needed on wheelchair access at bus stops on buffered bike lanes. Clear details are needed that identify a "pedestrian access route" within sidewalks that delineates a clear SMOOTH path for wheelchairs and mobility devices users that is free of furniture, trees, signage, etc. Way finding elements need to be included or identified in the plan for people who are blind i.e. technological electronic way finding elements. Separate out the elements that pertain to pedestrians, including pedestrians using wheelchairs and the bicycle features in the plan so it is CLEAR that PEDESTRIANS with disabilities are also a demographic you are planning for. Specifically detail plans for accessible ON STREET parking spaces and how they interact with the protected bike lanes. The descriptions of the project NEED to include ADA or pedestrians with disabilities related improvements. Lighting for people who have low vision is also an element to consider in this plan. There are a LOT of people with disabilities in TEMPE, with seniors becoming part of this demographic daily. Connectivity of transportation to areas that traditionally serve seniors and people with disabilities needs to be considered. Thank you.
39. Great plan & good information thank you.

C. Character Area comments related to transportation from Kiwanis/The Lakes Character Area Meetings on Feb. 26 and April 5, 2014 and Corona/South Tempe Character Area Meetings on March 3 and April 5, 2014.

KIWANIS/THE LAKES

1. Orbit service in area to Library/ Pyle center.
2. Orbit Bus stop at Baseline, bring circulators south of US 60 to serve S Tempe; connect to light rail station at Apache and Price.
3. Orbit Bus it can cross US 60 go to light rail, library, McClintock/Guadalupe, Kiwanis Park.
4. Orbit stop at Baseline
5. Orbit bus needed in area
6. Orbit bus service
7. Orbit bus survey should be by mail/internet, NOT by phone.
8. No local neighborhood circulator buses; Fixed-route bus (Rural, McClintock, Baseline) + regional express (Baseline)
9. Better / more frequent transit connections; neighborhood circulator bus to key Tempe destinations (Mill Ave / Town Lake / ASU / Library Complex); comfortable bus stops in key locations
10. Orbit bus to South Tempe (x 10)
11. Orbit to AZ Mills
12. Orbit to Downtown Tempe/Library (x 5)

CORONA/SOUTH TEMPE

1. ORBIT – “I would pay to use it...” .
2. Don’t discount South Tempe for use of public transit.
3. If we stay low density that makes it more difficult to get more transit.
4. Possible smaller routes through neighborhoods to commercial nodes.
5. Improved communication on possible ORBIT bus routes.
6. Mistake to discount south Tempe as needing mass transit. Low density loses out.
7. Like using orbit to connect (would not mind paying for it).
8. Connect ORBIT to existing routes in Downtown Tempe/ASU.
9. Neighborhood circulator.
10. Here are a few thoughts about things that I think would benefit residents of my Lakes neighborhood and others in the area.
1. Orbit route shown on reverse map. It would give us easy access to nearby commercial/retail intersections, the library complex and existing metro bus routes.
11. I think public transportation using Orbit to include stops at restaurants, coffee shops and local markets during the early evening would be great. I would like to see more business provide Wi-Fi other than Starbucks. More wellness centers. Social network opportunities. Thank you for this opportunity, what a great way to meet staff working so hard to improve our city.
12. I don't see a need for the double busses on the north/south route (72?) on Rural Road. Very empty, unless it fills up on other parts of the route. Use the smaller vehicles that use less gas and put out less fumes.

13. Comments about Corona/South Tempe Character Area:
 - it would be nice to have some sort of Orbit bus that ran up from Elliot/Rural to the library and continuing on to the light rail. Time the leaving and arrival at the light rail station with the arrival/leaving of the train.
14. No local neighborhood circulator route; multiple fixed routes (Rural, McClintock, Elliott, Warner); one regional express route
15. Better / more frequent transit connections; neighborhood circulator bus to key destinations (Mill Ave, Town Lake, ASU, Library Complex); comfortable bus stops at key locations
16. No local neighborhood circulator route; multiple fixed routes (Rural, McClintock, Elliott, Warner); one regional express route
17. Orbit to light rail for events in downtown Phoenix, and airport access
18. Orbit to downtown Tempe convenient for dinner times etc.

D. Transportation Master Plan Survey Responses from online and Nov. 28, 2012 and Dec. 1, 2012 public meetings.

Questions 1-11 – Personal information

Question 12. – “Please provide us with input, ideas and comments.”

1. I love riding my bike so dedicated bike lanes means a lot to me.
2. I know I'm not a Tempe resident, but by now that's only because I bought a house in 2006 and haven't been able to move. I went to ASU for my Bachelor's and Master's degrees, attend church, play softball, and participate in most of my recreational activity in Tempe, so it very much feels like home to me and I feel strongly to contribute my thoughts. The north/south access bicycle connectivity and access on/around major arterials is in dire need of improvements. There isn't any safe north/south bicycle access between Apache and Broadway between College and the Tempe Canal due to the fact that none of the local streets cross the railroad tracks and all the major arterials are scary to ride on for even the most fearless rider. The Tempe Canal RR Crossing between Apache and Broadway is unsuitable for bikes. Also, Rio Salado provides a pretty good bike route and the shoulder is just wide enough to ride on between Rural and McClintock even if it's not a designated bike lane. When Rio Salado crosses under the 101, however, it's always stressful between merging with traffic and dealing with the road condition on the EB lane on the east side of the freeway. Roosevelt is designated as a bicycle route between Southern and 13th Street, but there is little lighting along the road and it is full of potholes and brutal RR crossings. I'm actually fine with either it being dark or the road being in disrepair, but with both it makes it extremely difficult to ride at night and I avoid it. The western canal is great to ride along. I think it would be great to add an underpass to the I-10 intersection and continue the path West of Priest to join with Phoenix's bicycle path. That would be especially helpful for commuters from South Tempe as well as recreational riders going to/from South Mountain on Silent Sundays. Currently everybody I know who rides South Mountain on those Sundays ironically drives there. The only other suggestion I'd made on the Western Canal is the intersection with Baseline. My friend and I ride that all the time and typically have to cross over at the Kyrene light. Again, not a huge deal, but we end up on Baseline for a quarter mile which isn't so much fun. Due to the proximity of the canal crossing with the light, I'd like to suggest widening the sidewalk on the north side of Baseline east of the canal to the railroad tracks and creating a HAWK signal either there or further east where the Western Canal trailhead starts up again at Kiwanis Park. If I'm being greedy, I'd just ask to turn the actual RR crossing signals into the HAWK signal so the arms come down crossing over the road. In all seriousness, I'm hesitant because of confusion it might make with the RR crossing and how to mitigate that, but I'd be happy to assist in the brainstorming and working with transportation engineers to solve that problem. South Tempe is pretty good for bicycle and bus transportation. I worked at Hardy and Elliot and play softball at the Tempe Sports Complex, so I have to cross from SE Tempe to NE Tempe to get home somehow at night and the only minor issue I have is when Hardy disconnects. Northbound it's pretty easy to navigate your way over to Kyrene and back onto Hardy if you want to, but southbound on Hardy it is very tricky unless you turn east on Guadalupe and get off the neighborhood streets. I can navigate pretty well, but I had to break out my bike map to get out of that neighborhood the first time I continued south past Guadalupe. I think the bus system works very well in and around Tempe and coordinates well with the LRT. I miss the 15-minute headways on the 65/66 combo, but understand budget cuts. I've only taken the Orbit a few times

because it's a neighborhood circulator and typically it's faster for me to ride my bike, but I have used the Earth and Venus pretty frequently and my friends tend to use the Orbit frequently. I think that's a valuable service and if it can continue to be free that's great, but don't think people would complain too much if at all for a \$0.25/\$0.50 fare. I LOVE the streetcar alignment going down Rio Salado. I'd never really understood the Mill Avenue streetcar alignment without a massive re-zoning effort. Meanwhile, Rio Salado is zoned for high-density, is primed for new development, and connects more destinations. It should be a priority to work together with Mesa to push through the last 3/4 mile to the new Cubs facility (I'm still lamenting the ASU Baseball deal falling through). This has more to do with Mesa, but I'd like to see the streetcar continue down Rio Salado (currently 8th Street in Mesa) to Alma School and proceed south to Southern to stimulate the Fiesta District. Long-term I can see the Streetcar continuing west on Southern and eventually connecting with the original Mill Avenue/Southern Avenue alignment creating a loop with two LRT connections. Further connection could be made by continuing the streetcar north on Mill to Priest and coming south on Priest to Rio Salado and looping back east. I'm not sure that's financially feasible or practical from a ridership standpoint, but I'm dreaming at this point! Also, if there ends up being a South Phoenix LRT line that comes east from Southern and aligns with I-10 into South Tempe, perhaps it would be beneficial to bring the streetcar south on Mill to Baseline and west to a Arizona Mills Mall/LRT transfer station. I'd like to see the models on that before seriously pursuing it, but again, just ideas. I know the BRT is scheduled to go on Rural Road and eventually I'd like it to be an LRT south from the Apache/University station to Chandler Boulevard and turn east into Downtown Chandler and eventually Williams Gateway. I think it goes without saying that I'd like to see the LRT continue north of University and into Scottsdale, but without their cooperation the money shouldn't be spent to push LRT north to the Scottsdale border. Extending the BRT route would be sufficient until such a time when they wish to join Metro and the line can at least get to Old Town and eventually Scottsdale Airport. Overall I think the bus coverage is great and the headways are adequate. There is a lot of room for growth and high capacity transit is going to play a huge part in that effort. The bicycle facilities are adequate with some pretty clear gaps in the system, but pretty well marked outside of the arterial grid. I'd like to see some later express busses that leave Downtown Phoenix closer to 6 for late workers, but understand the express busses are expensive on a per rider basis and the 520's aren't exactly the most full busses in the system as it is. I am very excited about Tempe's future and look forward to it being the standard bearer for urbanism and quality of life in the Valley.

3. I would love to see expanded public transportation options, especially additional light rail lines. In addition to expanding the light rail west and east, there should be new lines added that go north and south. For example, a line going N and S from Tempe would provide better access to Scottsdale and Chandler. Mesa is also vastly underserved by the light rail with only one stop. I would love to have a stop near the Dobson Ranch area.
4. We should support the building of the commuter train between the Phoenix and Tucson area, especially if it links Tempe with both the northern Phoenix area and Tucson.
5. Please make it as safe as possible to ride bikes. I love the path through Papago Park.
6. Definitely support more designated bike lanes. I ride my bike exclusively to work and would feel safer with more protection. I also ride bikes with my 6 yr old and often am hesitant in areas that are vulnerable to bikers. I know there are inherent risks to riding a bike, but as long as Tempe wants to promote bike-friendliness, more bike lanes are needed. I also have high school age kids and am hoping the blue bus service could see some improvement like an increase in frequency and/or more buses. I support a small fee being added to make this possible."

7. My daughter wants to ride her bike to school, but I won't let her, because it's too dangerous to ride a bike on Rural, and you can't easily do it on McClintock because of the underpass under the railroad tracks. (they make you walk your bike.) It's not safe to ride on the sidewalk, because people don't stop behind the sidewalk before looking for traffic.
8. Private vehicle travel should not be the focus of transportation in Tempe. With a defined downtown near a bike-oriented community (campus), transit, bike, and pedestrian infrastructure must be the central focus of the Transportation Master Plan.
9. Orbit has not been extended to Rural and Baseline. I live at Cornell and Baseline so taking the Orbit is not possible and it requires a day pass or \$1.75 - four turns for a round trip using light rail or \$7 to get to downtown Phoenix using bus plus light rail.
10. Dedicated bikes lanes on Rural from Baseline to University, and on McClintock, from Baseline to Tempe Marketplace.
11. Dear City of Tempe, Transportation includes any mode by which people move from one place to another. This includes cyclists as well as cars and other vehicles. It is important that the safety considerations of cyclists are considered especially in a city with a large population of students and athletes. As such, improvements to roads should contain additions or continued use of bicycle lanes. Importantly, roads such as Rural Road and McClintock should have bicycle lanes from Baseline to Rio Salado. Having bicycle lanes would make traveling on these roads safer for cars and bicyclists. When bicyclists don't have dedicated bicycle lanes they have the right to ride in the car lanes and this causes disruptions in the flow of traffic and ultimately increases the chances that the life of a Tempe bicyclist is taken or that a car trying to avoid a bicyclist causes an accident with another vehicle. Thank you for your consideration and please let me know if you have any questions.
12. 1. Tempe has a growing University. 2. ASU needs better transportation, especially for its students. 3. It is too expensive to park on Campus. 4. If ASU wants to be competitive with other Universities it must develop a bigger downtown-expand. Is ASU going to be another UofM hospital with research and development? If so ASU has to offer better and easier access to businesses. 5. Tempe can be an attractive Campus and a safe surrounding environment/ Parents pay a lot of money to send their children here. 6. It is only logical to add safer transportation and to increase bike lanes. 7. Even shuttles would help. "
13. Many of the bike lanes around the ASU campus should to be widened, continued for longer distances, or separated from the pedestrian sidewalks. Many of the bike lanes I frequently use (such as along Mill Ave and University Dr.) are too narrow, and I feel that many people don't use them because they feel unsafe. If the bike lane were widened by as little as one foot, there would be a significant cushion between the traffic and bicyclists, thus making it safer for both parties. For areas that have no designated bike lane along the road, there should be lines painted along the sidewalk so that bicyclists and pedestrians do not run into each other, and the traffic flows more easily. By expanding the bicycle and pedestrian system surrounding the campus and beyond, more people will be encouraged to use these alternate modes of transportation. Not only will this alleviate traffic congestion, it will reduce the need for expanded parking lots. Furthermore, it will keep the housing prices around the ASU campus high, since there will be more of an incentive to live as close as possible to keep a bicycle commute as short as possible. Tempe already has an established biking community with the extensive number of students who get to campus each day. I am surprised that the city has not done more to ensure their safety and convenience, to make Tempe an even more desirable place to live and work. "

14. Comments: Like many seniors, I do not like driving to central Tempe due to restricted night vision and difficulty finding parking. I often use the Orbit to attend Mill Ave and ASU events. The Orbit benefits individuals who use less gas and attend events on Mill Ave and ASU without frustration of parking. It benefits businesses, the environment, and contributes to a more wholesome life. It also saves the city money because we need fewer parking structures, have less congestion and air pollution, and fewer residents who are locked in. It is a source of pride that I often tout to frequent out-of-town visitors.
15. More bike lanes north of Baseline, specifically on Rural and McClintock
16. Biking around ASU has become dangerous, and many are getting hit by cars. Everyone is in a rush, especially during busy hours. Is there anything we can do to make the roads safer for everyone? Perhaps more bike lanes, and signs that remind drivers to save a life.
17. The more we can break away from the car the better. Six lane streets throughout the city choke the life and charm from Tempe. Please consider narrowing streets, creating separated bike lanes, investing in the streetcar and creating bike highways such as on College Avenue (from the 60, North to ASU campus.)
18. The roads around Tempe need more, and better bike lanes. However, it's not enough to just build bike lanes and assume that they will be used. Since it rarely rains here, existing bike lanes end up littered with debris, which is a hazard to bicyclists who are prone to tire blow-outs. This causes bikers to bike in the road even in the presence of a bike lane, because this is actually the safer option for the biker. If bike lanes are to be used, the city needs to invest in sweeping the lanes on an occasional basis.
19. I think that this is a great idea!
20. It would be very helpful if there are bus facilities from the ASU Tempe campus to all major marketplaces directly. Because I believe large number of students do not have car. And ASU is also in the heart of TEMPE so other people of TEMPE also can use the service easily
21. While Tempe tends to be a bike friendly city, there are small steps that can be taken to make it one of the top most-friendly cities, and safer to cyclists, pedestrians, and drivers. These include installing bike lanes on major thoroughfares: Rural from Baseline to University, McClintock from Baseline to Tempe Marketplace, Mill Avenue South between University and 13th, and Southern between Mill and McClintock. One only need look at the number of cyclists illegally riding on the sidewalks on these roads to and from ASU everyday to realize the danger to them, and to the drivers who do not look for them.
22. I want to make sure the city of Tempe plans its roadways with alternative modes of transportation in mind, particularly bicycle traffic. Many arterial streets in Tempe lack bike lanes, making it harder for people who travel partially or exclusively by bike to travel as freely around the city. Please consider adding bike lanes through Rural, McClintock, and particularly around major destinations in Tempe such as Tempe Marketplace and the Tempe Public Library.
23. I would like to see a separate lane for buses and bikes. For example, after an intersection there is an additional lane to the right for bus stops. This lane narrows out to a normal bike lane further down the street.
24. The proposed alignment from Mill thru Apache to Rural... will only gain minor revenues, unless students are required to pay to board the trolley. The route to Rio Salado (someday) will be similar to the Apache to Rural Route... mostly students. Then there is the issue of the proposed stadium traffic, that is to the Cubs spring training facility... unless someone requires, really requires those who ride to attend the games to pay... this too will be a loss....
25. More bike lanes! Especially on main streets like Rural and McClintock.

26. Orbit Earth should also have a counter-clockwise route, from the transportation center through East University Drive to Tempe Marketplace and then going up to Scottsdale. The light-rail station at Rural and University has a huge aluminum plant box right next to the ticket machine on the Westbound side. This metal board is very annoying because of its GLARE when someone is driving on Terrace Road from south to north, especially from Lemon street to Rural. 4-way Stop sign at the corner of ULTA in Tempe Marketplace, right after the turn from South McClintock Drive to the east street between Rio Salado and Tempe Marketplace trail."
27. Bike lanes start and stop on many streets making it difficult to ride. Warner road: there's no bike lane when you ride east toward Alma School. Also happens on Dobson Road and many others.
28. Block 202 extension down in Ahwatikie/S. Mountain/Gila. Higher frequency and longer hours of operation for buses. Plant trees("pedestrian-friendly"). Reduce lanes of traffic and reduce speed limits.
29. Whoever had the idea of the Orbitz bus service free had a LOT of insight. It is great, I tried riding it one day and so packed I couldn't get on. Students from ASU really are using it. Sometimes I think people don't use bus service because they just don't know how to make the connections, what bus goes where at what time,, etc. It can be intimidating to them. The bus book is great and available in the library but one has to know how to use it. Classes at the library I think would help. The light rail is great. I think Tempe has done well with transportation, better than ANY of the METRO CITIES."
30. I would like to see more dedicated bikes lanes on Rural from Baseline to University, and on McClintock, from Baseline to Tempe Marketplace.
31. Yes, I like the idea of more bike lanes going to ASU from all directions. And, paths through washes and canals - like around the Tempe Town Lake. South of Baseline, heading north to ASU. There is College Ave, north of Baseline, but what about South? It can be treacherous.
32. I love living in Tempe because it is like being having the advantages of a smaller city yet it is within Phoenix, Mesa, Scottsdale and has big city advantages also. I would like to see Tempe take advantage of the compactness of the town and center transportation improvement around community and getting people together, out of their house and cars and exploring everything Tempe has to offer. Please see #19 for ideas.
33. More bike lanes on the streets, especially major ones such as Rural, Mill, McClintock, etc.
34. I love the late night service hours, high frequency, and newest looking buses in Tempe! The new green & silver vehicles with white sign header are very nice and the interior is very fresh looking and appealing. Great integration with light rail as well. My wife and I are moving to the corner of McClintock & Guadalupe in Tempe in large part because of the great transit service and clean, new buses in this city. My only complaint is the lack of service on route 82 on Saturday. Please increase the frequency of this route on weekends, particularly Sat. Thank you!
35. I work at ASU and take public transportation there every week day. Mostly public transportation is great. The biggest issue is that Valley Metro is very bad about communicating to customers. As I said, I take the bus everyday. Unfortunately my bus (30) has frequently been going on detour without any notice. I once waited at a bus stop for an hour. I was even using their text messaging system and reading their website but their was no notice about the detour. I finally called them and was told that the bus was on detour and would not be stopping at my bus stop. I also asked to lodge a complaint. They were supposed to call me back but this was about a month ago and still no phone call.
36. Tempe needs more bike lanes, especially on major roads. University needs reconstruction- the road is bumpy and unsafe for bikers.

37. Tempe definitely needs more bicycle lanes. ASU has one of the largest student bodies in the country with a vast majority of students owning bicycles. However, Tempe is not at all bicycle friendly once you get off-campus. Tempe Marketplace is a destination shopping center for many students but bike-owners do not have a fast, safe way to get there. Rural Rd and McClintock are in dire need of bicycle lanes. It is simply not feasible to use the sidewalks because there is so much pedestrian traffic. For the ideal climate we have in Tempe, more people should be biking, but they don't because it isn't safe.
38. I would suggest that we add a crossing light on the Western Canal Pathway west of American Way on Guadalupe Road. This is the only intersection in either Tempe or Chandler that does not have a push button activated light. It is also the most dangerous crossing due to the lack of a light. I am sure it is also the most active crossing for runners, walkers and bicyclist as many people park at the YMCA or Kiwanis Park and then use the canal from those two points. As an active bicyclist using the canal several times per week, it is one of our best attributes for those of us active out of doors. This is a big safety issue that must be addressed before somebody is injured as a result of taking a risk and crossing at the wrong time without a crossing light.
39. Thank you for hosting the meeting today, it was very informative!
40. The multi-use path system is already very good, and getting better! Rio Salado and Western Canal are already great east-west options; building out the rest of Rio Salado, the Tempe Canal, and the RR right of way paths will make the entire system even better
41. I think it would be very helpful to show everyone the change in traffic volume over the last 5-10 years. Nationally, the trend was that it peaked in 2007, and has been declining since. If that's the case here too, showing that could help with the efforts to give those of us who live in Tempe more options for how we get around.
42. Maintenance upkeep is very important! A lot of bike lanes and sidewalks in the area seem to get bumpy, uneven, or potholed more frequently than the car lanes do, and these issues affect those walking, in a wheelchair, or on a bike more so than they affect the cars.
43. Prioritizing the multi-use paths, bike lanes on the half-mile streets, and safe bike/ped crossings over the freeways and railroad tracks would help establish a safe, alternative-mode grid system where residents of all ages could be comfortable with all their transportation options. Once that's done, the difficult task of accommodating alternative use choices on the arterial system can be addressed.
44. Widening sidewalks to 8' on arterials and half-mile streets should be an additional focus, when money is available. Some multi-use paths (such as Crosscut by Mill) can only be accessed from very narrow sidewalks, and many arterial and half-mile sidewalks aren't wide enough for two wheelchairs to pass each other.
45. From a density and economic development standard, it may make more sense to re-direct the streetcar project onto Rio Salado (Hayden Ferry, Stadium District, Vista Del Lago, Tempe Marketplace, and Cubs Stadium). Mill Ave may be better served by improving the existing bus options.
46. Increasing bus frequency, especially on the weekends, would turn an already good bus system into a great one!
47. Providing crossings for bikes and pedestrians along the railroad tracks is a great idea, but it might be time for Tempe to start exploring grade-separated crossings like they do at freeways. Especially if commuter rail or intercity rail gets developed, there will be a lot of resistance from whoever runs those trains to having conflicts that at-grade crossings represent.

48. Mesa has just finished creating a strong Bicycle Master Plan, outlining, among other things, all their long-term bicycle project goals. This could be a good idea for Tempe as well, to dive into Bicycle Planning more deeply than the Transportation Master Plan process allows.
49. My top priority projects: Alameda/I-10, Dorsey/US-60, Alameda/SR-101, Baseline/Western Canal, finishing the Rio Salado Pathway, bike/ped crossings at McClintock/UPRR, Dorsey/Kenneth/UPRR, and Mill/UPRR, Streetcar on Rio Salado Parkway, paths along all the railroad tracks, and greater frequency of buses.
50. Second-tier projects include closing any gaps remaining in the off-street path system, providing more RR track crossings, and improving access to the off-street system from neighborhoods, schools, and retail/office centers. After all that is done, THEN the city should focus on bike/ped improvements on the one-mile arterial grid."
51. Tempe needs to continue to lead the region in bicycle infrastructure. By embracing bicycling, light rail and other transit systems, Tempe proves that people do want to lead a sustainable life. Look at other cities with a great quality of life and what do you see? active, vibrant streets with no cars speeding by. The great cities of the world have great pedestrian spaces with avenues to walk on and paths to bicycle on. Cars are no longer allowed in Times Square, NYC. Bike lanes have been installed on Pennsylvania Ave in Wash DC between the Capitol and the White House. Please install bike lanes on all arterial streets in Tempe."
52. More bike lanes, wider bike lanes, better maintained bike lanes.
53. Please reinstate later times on the 521 Express bus route. Currently, the last bus in the morning drops passengers off downtown at about 7:40, and the last bus in the evening leaves at 5:10. This makes it virtually impossible to ride the bus for anybody who works past 5 pm.
54. Orange street is very highly crowded with student but is not served by Orbit bus system. I would like to see it being served by Either MARS or MERCURY Orbit service. Thanks
55. I encourage more dedicated bike paths that are destination oriented. Although the bike laws and paths that coincide with traffic are fairly friendly, I use my bike for my main source of transportation. I would like to see dedicated paths that are separate from main traffic routes much like the bike path along the town lake can take me safely to the Market Place.
56. Quit putting traffic calming that affects/endangers cyclists (e.g., 5th Street between Mill and Hardy, which forces cyclists to take meandering routes rather than straight routes, forces cyclists to go over the equivalent of speed humps by forcing them up and down the sidewalk while cars avoid the vertical deflection devices). Multi-use paths along the canal and well-marked crossings at roads are wonderful."
57. 1. Make a bike bridge to get across Tempe Town Lake via bicycle. 2. ASU students want better public transportation to Tempe Marketplace. Currently it takes 45 minutes to get to Tempe Marketplace taking the Orbit and 30 minutes taking the Metro.
58. keep Orbit free of charge, expand the free Orbit service south of highway US 60, maintain bike lanes/paths and traffic lights so people can stay safe, further develop new bike lanes/paths, separate bike lanes/paths from car traffic- the College Ave. between Southern and Apache is very dangerous for bikers, there is not enough space, cars are trying to squeeze by, the speed bumps on the ground were safer option to regulate traffic, offer car share program for families, develop options to take bikes on buses (inside)- the 2-3 racks on the front of the bus is not enough on busy routes

59. Very helpful open forum, I feel that I learned and discovered new information that I didn't know before. It would be great if there could be dedicated bikes lanes on Rural from Baseline to University, and on McClintock, from Baseline to Tempe Marketplace. Many students like to use a bicycle as a form of transportation and having dedicated bike lanes would make this a lot easier to do.
60. Complete the bike route on the Carver alignment. Put in a signal at Carver/Kyrene so a family (mine) can safely cross that intersection to get to little league games. Improve the bridge/gate and Carver/KyreneCanal. It's rough to get a young kids across that bridge. Also the gate is 31'" wide. My bike trailer is 30.5'" wide. That E/W crossing across the Kyrene Canal isn't that family bike friendly. I would change the bike route east of Rural (still on the Carver alignment) from Secretariat to Citation, and put a light at McClintock and Citation. Citation has an opening into the ASU Research park. (hopefully encourage bike commuting to ASU Res Park along Carver alignment). I would put a bike lane on that Carver/Lakeshore/Secretariat/Citation route. I'd do it more for the novice cyclist so they know where it is safe to ride than for the cars. Think about if there is a safe way to get a bike riding family from mid-block on a major arterial road to the main intersection (the main intersection is where all the businesses are)."
61. The orbits are great however I do not agree with the change of route of the Earth line as it used to be largely utilized by ASU students who don't have a car as a way to get to Tempe Marketplace but now the bus takes over 40 minutes to arrive and students are now under-utilizing it. I think the route should be revised so that it can better connect ASU and Tempe Marketplace. On the same note it would be great to have bike lanes on McClintock, from Baseline to Tempe Marketplace as this would provide a second alternative to get to Tempe Marketplace. Bike lanes are also needed on Rural from Baseline to University as a lot of students live in that area and need to be able to bike safely to campus everyday.
62. More bike lanes, wider bike lanes please! Particularly on Rural from Baseline to University, and on McClintock, from Baseline to Tempe Marketplace. College Avenue used to have the best bike lanes until that "improvement" project took place and actually made the bike lanes less safe. Cars now cross into the bike lanes all the time because of the zig zag pattern along College Ave. Cars are not driving slower on College Ave despite the traffic calming measures. We need more, wide, safe, visible bike lanes around Tempe.
63. Just a minor correction. Retiming of lights for the Multi-Use Path occurred at the Kyrene Canal and Elliot and the Hawk lights along the Western Canal at Rural and McClintock. This is huge for users of the MUP and puts the timing in line the lights in Chandler. Thank you for your help. I still think electric bikes have potential. Sgt Hoobler explained the problems with enforcement. I think that if the State writes laws that are sufficient for the municipalities, establishes a licensing plan to eliminate inappropriate machines, and applies pressure on retailers to sell only legal bikes this could get done. This is an area that E-bikes can be ridden year round. "
64. I live in University Towers right next to the Tempe transit station where the busses meet the light rail. The busses are very loud during the day and at night- maybe some money put into making the busses run quieter and also be under more constant maintenance- there is a bus that I hear every hour that is screeching. Also- why power wash the station 4-5 nights a week? I feel like this is a waste of water and also noisy because this is done between 11p-3a. "
65. I would love to see a grade seperated crossing at the Western Canal bike path at Baseline. The current situation is dangerous.

66. *Please increase or provide bike lanes on major roads like Southern and Broadway. *Please provide a separate bike lane on McClintock between Southern and Broadway. There is this little bridge alongside McClintock near those major streets that forces bicyclists to walk all the way down, which is pretty time consuming and potentially dangerous as not everyone listens. *Please consider using the same light system as Tucson. They have this very convenient system where bicyclists get their own lights separately from pedestrians. They actually have bicycle buttons and occasionally bicycle street sensors that make the light timers respond different than when a pedestrian button is pressed. As a result, the light changes very quickly (within 5 seconds), but it gives bicyclists a shorter amount of time to cross. This inconveniences the cars less while also making the wait between light changes shorter for bicyclists. *The bicycle area in the light rail seems sometimes very squeezed for space. It's not easy to get your bike up on the racks without whacking other people, but if you don't get it on the rack, then you feel like you're constantly in everyone's way and can't sit down. I'm not sure what the solution is, but there's my experience. *I'm not sure if you also have control over the Tempe to Phoenix bike lanes on Washington, but the lines need to be updated. They are a bit faded and just generally they are confusing in a couple of places. Sometimes, especially as I'm heading back from Phoenix to Tempe, the light rail tracks get a bit scary to ride over because I'm trying to figure out where the bike lanes are while at the same time trying to avoid cross the tracks the wrong way. (If you do it the wrong way, your tires could get caught and send you flying!) I also don't want to linger on the tracks too long in case a train is coming. I believe the areas where this occurs is intermittently between 51st street and Mill where the bike lane crosses the light rail. "
67. Maintain public transit. Between energy costs and air quality, it's hard to imagine the future will have quite so much driving involved. We need to develop a local culture that will work. Maintain and improve public transit to attract and keep new urban residents and connect Tempe. Orbit: I'd like to see maps for the orbit posted along the route. I'd like to feel confident taking it when I'm out of my neighborhood and telling others about it when they ask me for directions. Biking and walking: Traffic safety is an issue. Streets are so fast, crosswalks infrequent. Shade and water are also infrequent. More businesses on the street instead of behind huge parking lots might help with that. Walking 1/2 a mile to the nearest crosswalks gets people crossing big streets unsafely. This serves people of all ages. We need to be out of our cars more and the current design doesn't support that enough. For people to walk and bike and use public transport we need to do what we can about the heat island impact. In the hot weather I walked a couple of different routes to get to a regular destination and found a huge difference in temperature within a very short distance. The heat reflected off the main street and sidewalk was so much hotter and the air stiller than that of the nearest residential street with vegetation and scattered trees. The heat flattens people as it is. It will get worse if we don't pay attention to the Heat Island Impact. (I'm not denying Global Warming. It's just way bigger than us. Luckily the same things we can do for healthy air and to deal w the Heat Island are a contribution to the GLocal Warming concern.) More street trees would help a lot, more shade and more interest for pedestrians. Trees in shopping areas make them look much more appealing and bring people in. There are even studies that show that. I went to a talk about street trees a couple of years ago and learned some real interesting things. The Arizona Community Tree Council sponsored it. Between safety, health (more walking, biking) and the heat island impact, more trees make sense. Dr Chris Martin points out that we need to pay attention to which trees are more likely to be able to handle the changing temperatures. Luckily Palo Verdes and Mesquites are among those and they are good drought tolerant trees, too. I'd also like to see more interest at the pedestrian level. Parking lots in back, stores in front, more to make it interesting and to make it easier for small businesses to show up when we walk by. I know this isn't the current model all over

town but it is in downtown Tempe where there are pedestrians. Link shopping areas and walking areas more. I know this is a hard sell here but it is happening a bit beyond Downtown Tempe. The Lowes has businesses on Baseline that are right on the street. Walkers don't zoom by the parking lots, it seems like forever as you walk by them and it's extra hot, too. Not pleasant at all. Buildings and parks and plantings with interest are. Public art helps, too. So do landmarks. We could treat more of our nice spots as landmarks. I don't know how to do that. People who've lived here a long time are more aware of landmarks. Maybe there are ways to help others share this sense of place. For example, there is a lovely shady corner where the library is. Landmarks can include plants and buildings and art and institutions and boost interest in walking and help create an identity for our city that incorporates all this. "

68. People need to be prioritized over cars. Construct and promote more bike lanes and more walkable areas/neighborhoods. Pass legislation that encourages biking and public transportation (higher parking prices, smaller parking space requirements, etc). Also, allow bicycles to roll through stop signs; allow cyclists to treat them as yield signs. Don't provide police officers with citation quotas for cyclists. The bike lanes that do exist are usually unswept and contain debris that causes flats. When constructing more bike lanes please take into consideration the "door zone" when there is on-street parking on the road (Apache is a good example, by ASU campus).
69. I have never ridden the bus, but I know they're seen as very unclean and not efficient enough to be worth the logistical hassle of planning a trip by bus. The bike lanes are an asset to me as a daily rider. I mostly use the one that goes through the Mill Avenue District to get to ASU campus, but the multi-lane roads in other parts of Tempe could really use a bike-friendly (i.e. safe) path. Even if it isn't a bike lane on the actual road, a pedestrian/ biker walkway along some of the busier streets close to and beyond campus would be an attractive addition. It would be worth continuing to increase continuity of bike lanes and paths throughout Tempe and to surrounding cities. Since we're lucky to have decent weather year-round, walkers and bikers are an important cohort to appeal to."
70. I think there should be dedicated bikes lanes on Rural from Baseline to University, and on McClintock, from Baseline to Tempe Marketplace.
71. I think the Orbit systems should remain free, or at least free for all those who show a valid ASU Sun Card. I think this should apply for all transportation within the Tempe area- if you can make students not drive, I think you will have achieved a large part of Tempe's "master" travel plan. Bike lanes needed on the big four! Broadway, Southern, Rural, McClintock
72. Please incorporate safety measures for bikes using highway overpasses or increase the number of recreation paths that cross the freeway. Also, Rural doesn't have bike paths? That's crazy. Make sure that business establishments and new developments have bike friendly accesss. The marketplace development are a perfect example of a non-biker friendly movement, the entryways do not have conintuous, or alternate, paths for pedestrians or bikes.
73. I hope the plan does not entail building any more streets for cars. There should be more transit, bicycle and pedestrian infrastructure to encourage people to use those modes instead of cars. For students, safe bicycle lanes are needed, if possible separated from the streets. In making Tempe more pedestrian and bicycle friendly, the City should consider decreasing the number of street lanes, because it only increases distances for pedestrians and bikers, and promotes higher car speeds and accidents.
74. First of all, I am rarely just traveling around Tempe. I work in north Scottsdale, I'm going off into Mesa for soccer games, we're traveling to Phoenix for events. We need to think transportation valley wide and we need to make sure our transportation system works across cities.

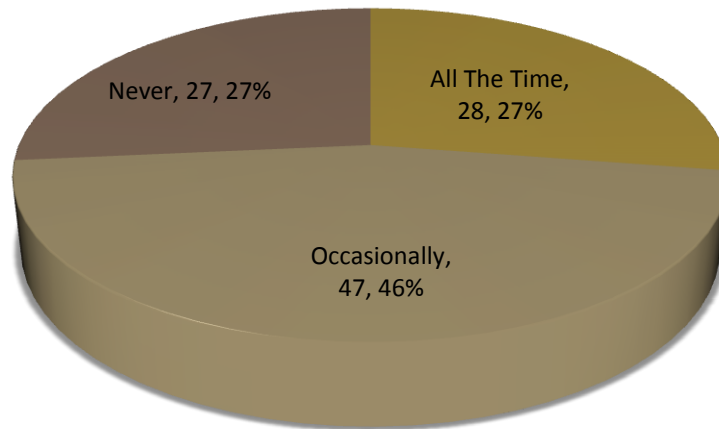
75. I am a new resident of Tempe, an ASU employee and am writing about my experience today on the Orbit bus, Jupiter route. I live along this route now and value the service it provides. Not only does it save me money, but I value public transportation as my husband and I try to live a more sustainable, environmentally friendly life. In fact we chose to live along the Orbit route for that very reason. Up until today, the service has been exceptional. However, this afternoon I was greeted at the end of the day by a new Orbit bus. Now, I'm all for upgrading and change...however, this new bus only seats 11, has a no standing policy, and no way to signal to the driver when you need to get off. People were turned away at the stop I get on (Forrest and Gammage) because the bus was full...people were turned away along the route because the bus was full....and it was nearly impossible for the driver to hear anyone ask for a stop. If this is the route that the city has decided to go (as indicated by the bus driver when asked by the very disgruntled passengers) you are in for a lot of angry emails and phone calls on this matter. I would be more understanding to a change to ride the bus than I am to making the bus, now, an unpredictable mode of transportation. This is especially troubling as people are now standing out in the sun in extreme heat, waiting for a bus to take them to their next destination. If they are told multiple times that the bus is full, you could be potentially putting people at risk for exposure. I am an educated professional and really not interested in picking fights. However, I would like an explanation as to the future of the Orbit system as I can find nothing when I search online for details. I think the new design is poor and I think your ridership is going to decline significantly if it can not be trusted to reliably provide the services that it has in the past. I truly hope that the driver was misinformed and that today's experience is an anomaly. I hope to rely on the Orbit service well into the future and look forward to your response regarding this issue.
76. Greetings City of Tempe, I am writing in hopes of bringing your attention to my hopes of a more bicycle-centric vision of our town. I would like to travel more by bicycle everyday, but find the traffic lanes too unfriendly to bikes. It would be great to have an option to getting around town and to and from work if there were more bike lanes that I could feel safe on, I would ride nearly everyday to work and to do fun things like shop, see friends, go for meals at restaurants, and see movies, if there were more bike areas. Not only would more bike lanes benefit my family and neighbors, but I own two properties in Tempe. When attracting tenants, I would like to say that more places are safely reachable by bicycle. I have installed bike racks and the tenants always buy bicycles, but find they can only go so far before it is too dangerous without proper bike lanes. It would be a great service to have medians and proper bike lanes on Hardy, more bike lanes north of Baseline, more dedicated bike lanes on Rural from Baseline to University and to Tempe Marketplace, in particular. I am faculty and work at Mesa Community College, but I live and play in Tempe. The only thing missing in my life is a good option to bicycle to work everyday. Currently, there are no good options to avoid dangerous options from the ASU Tempe campus to the MCC Southern and Dobson campus. With so many of faculty, staff, and students living in Tempe and making that commute (including the thousands of students who attend both ASU and MCC campuses), it is a shame that we don't have better options to travel by bicycle. The best bicycle city that I've ever visited is Davis, California. I would love Tempe to model our plan on something like that. We have the kind of climate that is so well suited for daily bike transportation--we also have a college population in and around Tempe that would also take advantage of more bike friendly roads and we all would of course benefit from cleaner transportation options. I love Tempe and I would love to see us improve ourselves with a more bicycle-centric vision. Thank you for your time.

77. Tempe has a very well established and well maintained street system for motor vehicles. Although this is tremendously valuable for the community, like the rest of the valley this system is set up in a way which makes transportation by any other means difficult if not dangerous. In order to maintain and further develop the high quality of life Tempe is known for, it is time to focus on multi-use transportation. Our community centers should be equally accessible by mass transportation, bicycle, and walking. To achieve this Tempe should seek to establish a comprehensive system of multi-use ""Boulevards"". One or two complete north to south where walkers and cyclists can travel on a safe well lit path, without the danger of being next to high speed traffic. These will serve as the arterial routes. The path should be intersected horizontally by smaller side routes. These routes must be well marked and named. The side routes should when ever possible connect to major community features not on the arterial route, such as the Tempe Public Library, Arizona Mills, Tempe Market Place, etc.
78. Bike lanes need to be added on Rural from Baseline up to University and on McClintock from Baseline up to Tempe Market Place
79. I am really excited about some of the bicycle improvements noted in:
<http://www.tempe.gov/modules/showdocument.aspx?documentid=15034> and the map at:
<http://www.tempe.gov/modules/showdocument.aspx?documentid=14921> I live in the small area cut off from the rest of Tempe by I-10 so items #1 and #9 are particularly nice, as is #10. I think the city of Tempe has done a great job in recent years of advancing cycling by adding bike lanes, MUPs, and hosting events like the Tour de Tempe and Bike Week. It looks like some great plans are in the works as well, however there is one area that seems to be missing. There is no good route for an East/West route between Guadalupe and Alameda, and it doesn't look like that is in the plans. Both of these roads are very nice for cycling, but they are 2.5 miles separated which is a pretty big detour on a bicycle. Something in the Baseline to Southern region would be quite nice. Thanks and keep up the good work!"
80. 90% of my trips are bike, and most of the rest are by light rail (eg, headed to downtown Phoenix). Since I live on McClintock, I can try to brave it by bicycle early Sunday morning but any other time, I'll wind up with a car one foot off my rear wheel holding down the horn even long after everyone else has passed. To get to businesses north and south of where I live, I have to borrow a roommate's car.
81. We need more laws that protect bikers- there are so many cars that hit bikers these days that we need better bike safety. We could use some better bike lanes, and also the addition of more bike lanes. In Tempe on Rural there aren't many bike lanes from Baseline to University. And also on McClintock from Baseline to Tempe Town Market place.
82. The Orbits are one of the most effective ways to get Tempeans downtown. But it seems from day one, decisions to cripple their potentials have prevailed. At first, many in my neighborhood changed their dining out to try and use the Orbits but they stop running so early and with such undependability that we stopped. Having to eat dinner so you finish early enough to be out at the curb before 9 p.m. is ridiculous compounded by insult in having the bus not show up...TWICE. Running the buses until at least midnight, especially Friday and Saturday evenings, would greatly increase business to the downtown. These could be boosters to the downtown economy.
83. We need lagging left arrows. They work really well. Cars fill up the left turn lane while the other traffic goes on through the light. Then the full lane is emptied all at once. As a former delivery person I can testify that it cuts down on left turn wait times for the driver. I am now disabled, but if I was able to get around better I would use the bus/train/orbit system. We have so much to offer

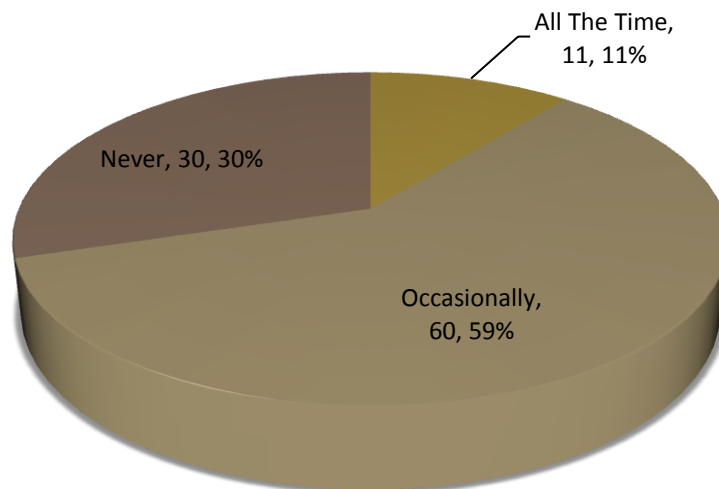
visitors, let's give them an awesome transportation system to view our beautiful city. I love this city. I wouldn't live anywhere else."

84. Biggest input is community education on how cars can share the road - many drivers don't know to look for cyclists on their right when turning corners, for example. Additionally, there should be fines for reckless drivers who show road rage towards cyclists.
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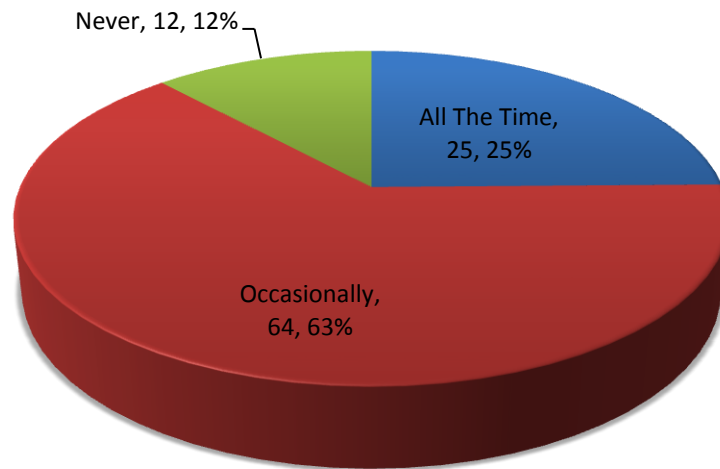
Question 13. – “How often do you drive alone to get around Tempe?”



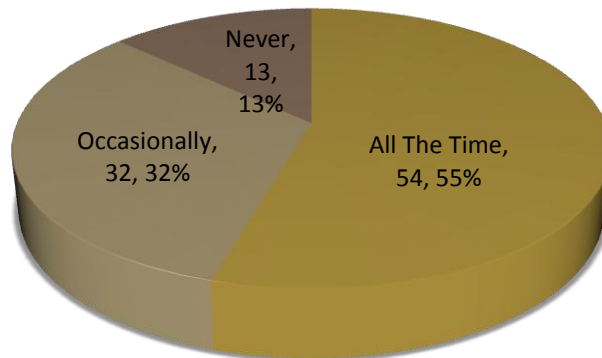
Question 14. – “How often do you carpool, share a ride or take a cab to get around Tempe?”



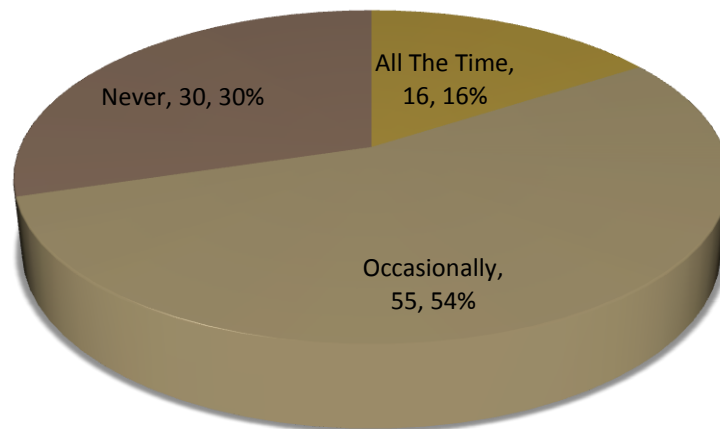
Question 15. – “How often do you walk to get around Tempe?”



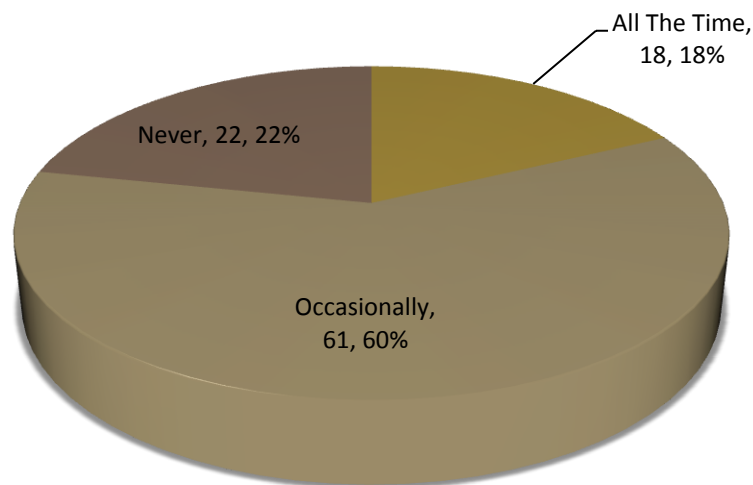
Question 16. – “How often do you ride a bicycle to get around Tempe?”



Question 17. – “How often do you ride the bus, Orbit, Flash or Express bus to get around Tempe?”



Question 18. – How often do you ride the Light Rail?”



Question 19. – “Please list the top THREE things you would change about traveling around Tempe.”

- 1. Improve frequency of buses. 30 minutes is a long wait.
- 2. Improve coverage or areas of service of valley metro buses.
- 3. Improve safety in the buses (especially during evenings and nights).
- I pretty much covered everything I can think of off the top of my head above.
- Make Tempe more pedestrian friendly, and make the main shopping area a pedestrian only zone. Mill and College Avenue should be converted to pedestrian only. Burlington, VT's Church Street is an excellent example to use in making this conversion.

- 1. More public transportation routes
- 2. Minimized travel time via more public transportation routes and more frequent busses and expanded light rail
- 3. Better protection from the elements at the bus stops"
- More Bike Lanes
Bike Lanes, more of them.
BIKE LANES."
- Encourage biking! It is SO much better than driving.
- more designated bike lanes.
higher frequency/more blue buses.
less traffic(ha, ha)"
- Bigger bike lanes
Bigger bike lanes
Bigger bike lanes"
- It would be great if the orbit bus took a more direct route to Tempe Marketplace, or made a loop, at the least. that is the #1 place my kids want to go on their own. It would be better if Rural and McClintock were safer for cyclists. Unfortunately, making bike lanes on Rural and McClintock would be detrimental to my #1 complaint, in that Rural, Price, and McClintock are all horribly congested at rush hour, especially when ASU is in session.
- 1. I would create buffered bike lanes on all major roads
- 2. I would participate with one of the many available transit apps that show the movement of Orbit, Bus, and Light rail cars on a map. It is difficult to use transit when you are in a hurry; if you miss the light rail or orbit, you may have to wait an additional 10-15 minutes. That is particularly hard in the summer when it is 115 degrees.
- 3. I would create shade options for all rights of way. Most roads are unwalkable because there is no shade from the sun."
- 1) Extend Orbit Bus to South Tempe especially the high traffic roads of Rural, Baseline and McClintock and as far South as possible. 2) Create additional ways of purchasing day passes other than internet and keep fares reasonable. 3) Reinstate 521 route later in the morning.
- Dedicated bikes lanes on Rural from Baseline to University, and on McClintock, from Baseline to Tempe Marketplace.
- 1. Bicycle lane on Rural Road near the ASU Campus.
- 2. Bicycle lane on McClintock from Baseline to Rio Salado (or further north)."
- Safer transportation
Increase in bike lanes
Improved bus system "
- 1. Improve existing bike paths by making them wider, more distinguished from the roads or other walkways, ensuring that there are no 'gaps' where the continuing bike lane disappears in the middle of intersections (which is confusing for both bicyclists and motorists), and increasing the number of bike paths or extending their length.
- 2. An improved bus system that is much more reliable, and has schedules posted online for ease of convenience. Many of the bus lines (which I do understand are Valley Metro and not under Tempe City Council control) do not have schedules listed for all of their stops, or even lists of what all of their stops are.

3. Include a bike share program, such as B-cycle, which is already successful in many other college towns such as Austin, Boulder, San Antonio, Charlotte, and Chicago. Possible locations would be near the ASU campus, Mill Ave district, Tempe Town Lake Entrances, South Mountain park entrances, Tempe Marketplace, etc. "

- 1. Extend the Orbit to south Tempe so all Tempe residents have easy access to it.
- 2. Phase in electric or hybrid vehicles to provide cleaner transportation.
- 3. Encourage all contiguous cities to develop similar transportation systems to link cities. "
- More bike lanes, safer bus & train stops.
- 1) Reinstate Express Bus service for route 521 to provide service later in the morning. 2) Extend Orbit service to South Tempe. 3) Run bus service more frequently on weekends.
- More bike lanes
Wider bike lanes
Signs warning people to slow down and save a life"
- 1) End reliance on 6 lane streets that pollute and choke life from the community. 2) Build separated bike lanes that promote biker safety and comfort. 3) More options like expanded light rail and streetcar.
- 1. More bike lanes.
2. Better maintained existing bike lanes (sweep them occasionally)
3. Signage that alerts drivers to the presence, and legal right, of bikers on the road. Also, signage specific to bike lanes (e.g., smaller stop signs that sit next to the bike lane). "
- Install smarter traffic lights that are activated by activity - especially during non peak hours.
There is no reason why anyone should wait 5 minutes to activate a light when there is little or no cross traffic. Examples: Apache & University, Rural & Alameda.
Also when I ride my bike it is difficult to position myself to hit the button to activate the light. Some intersections appear to have sensors embedded in the streets but those do not seem to work well. Examples: University & McClintock, Rural & Terrace."
- I would like to see more bike lanes, because it's difficult to ride around Tempe. I would also like to see improved public transit, and updated Orbit routes. Finally, I would like to see later hours with the Light Rail.
- 1. Add more buses around city
2. Would make the services more frequent
3. Make the orbit routes from Tempe campus directed to major marketplaces and hospitals."
- 1. Increase frequency of bus service along Rural Road (I believe that it is the 72 line?), particularly in the evening. I cannot tell you how many times my husband and I have had to walk home from the University/Rural station after taking the light rail from Downtown Phoenix. Sure, we could utilize one of the Park and Ride lots on Apache---but we want to avoid using a car in the first place. We will use the aforementioned lots when we're entertaining guests, as we don't want to risk having them walk home as well.
2. Increase the number of bike lanes.
3. Have wider bike lanes. "
- 1. More bike lanes on major roads such as Rural, from Baseline to University, McClintock, from Baseline to Tempe Marketplace, Mill Avenue South between University and 13th Street, and Southern between Mill and McClintock. There are several roads in Tempe (College Ave., Mill Ave.) where I feel very comfortable riding my bike, but many more where I know there is no safe

way for me to get there on my bicycle, which tend to be the major thoroughfares. These are small changes that will have large impacts for the community.

2. Greater speed enforcement on the larger roads running through neighborhoods around campus, such as College Avenue South of the University, Alameda, and Terrace East of the University.

3. Express light rail running from Tempe to Downtown Phoenix."

- 1) More bicycle lanes on major road thoroughfares.
2) Light rail extension down Mill or Rural through South Tempe.
3) More shaded sidewalks and public space using native plants like Palo Verde and Mesquite trees."
- Bus lanes. Bike lanes. Longer lights.
- Bicycle access through gated neighborhoods, or off-surface-street bike lanes around these neighborhoods.

Increased installation of, or a plan to include J1772-compliant electric vehicle charging stations."

- I would provide pedestrian bridges at key intersection... highly used by pedestrians routes... Require bicycle riders to abide by traffic laws... stay in bicycle lanes, stop at stop signs and red light signals...

Provide more signaled pedestrian crossings...like at the 99 cent store and WalMart on Southern/Rural.

Have signaled diagonal pedestrian crossings in the downtown area.

Eliminate all parking on Mill Avenue from University to Monti's "

More bike lanes would be nice.

- 1. Bus seats from current fabric to plastic or metal for better hygiene.
2. More safety for the light rail. (People should not walk along the rails.)
3. Better smoother surface of driving roads."
- First, better bike lanes and bike safety features.
Second, more frequent bus routes including orbit and metro.
Third, more trees along roads and sidewalks to promote walking."
- Connect bike lanes on the streets that don't have continuous bike lanes.
Add a park and ride in south Tempe or north Chandler, around McClintock and Chandler Blvd.
Re-time the lights at Ray Road and the I-10. They don't work for cars or bikes going east/west or entering/exiting the freeway."
- 1) More shade. 2) Less pavement. 3) Fewer Cars.
- 1. Change the 6-lane surface roads (such as Broadway, Rural, University, etc.) 4-lanes for automobiles and create dedicated bikeways with the outer lanes that are separated by a barrier from the inner 4 lanes. That way pedestrians have sidewalks, bicycles have lanes that cars are unable to enter, and there is still capacity for automobiles.
2. Create a system that monitors the behavior of the Orbit bus drivers. They behave as if they cannot be fired and as if there is no oversight.
3. Add secure bicycle parking near all light rail stations OR add user-friendly space within the light railcars where one can place their bikes while traveling the rail. Having to lift bikes on those hooks are neither gender-friendly nor middle-aged-friendly. Plus my beach cruiser does not fit."
- Parking is becoming a big issue, so I bike or take the Orbit to get to ASU and many of the events because most events I go to are campus related. So #1 I think it is very important to keep the

Orbit Free and maybe expand its service and charge a fee on streets that don't run down the current streets it covers.

Educate the public more on the benefits of using the transportation now available, show how easy it is and emphasize the wear and tear on cars as well as how it is contributing to heating our planet up and polluting our air. Try to make citizens more responsible to their environment. Time the lights better on Mill so the traffic can move through faster. It is very slow moving from Gammage to the Riverbed!! Also don't hold the traffic us so long crossing Broadway going when going N & S. Baseline has the same issue, especially when traveling on Rural and Mill."

- 1. More bike lanes around ASU Tempe campus
- 2. Less potholes
- 3. Better light sequences "
- It's actually pretty good! I would like to see the Orbits south of Baseline, around Rural. Can we ride bikes on the sidewalk - especially on the sidewalks that hardly anyone walks on? I'm afraid to ride in the streets. That's what keeps me off the bike.
- 1. Safer bike routes. I feel safe biking on the canal and some residential areas. I have not biked since I lived near Mill Ave and University and could bike safely to the co-op market. I live near Southern Ave and would not bike on Southern. I had a friend and co-worker die from a biking accident and met many others who have lost someone or have become disabled due to a biking accident. I would feel more comfortable riding a bike if the lanes are wide and especially if the bike lanes were protected from vehicle traffic.
- 2. The easiest place to walk and bike is around Mill Avenue and north of University. If the rest of the city were set up like that (less car lanes, more room for pedestrians and bicyclists, and inviting surroundings), I would walk and bike.
- 3. The traffic on Rural north of University is dangerous. There are many traffic lanes and cars that want to commute to Scottsdale or get on the 202. There speed is excessive considering ASU is there and it should be bike and pedestrian friendly. I don't know the stats on car/pedestrian or car/bike accidents in that area, but would be curious to know because it seems like one of the more likely places for accidents."
- Make it more bike friendly as well as safer for bikes to ride around.
- I would not change anything, Tempe has the best transit network in Arizona, I would like to see better connections with surrounding cities tough. My only complaint is how routes often end at a city border.
- 1. We need more bike lanes. Bikers are not safe on the road as we currently have it. In order to promote biking as a commuter transport, we must first improve and add bike lanes.
- 1) Create an emailing list where frequent customers can sign up for notices about specific routes. Then if a bus is on detour or something those customers would receive a text or email.
- 2) Have someone clean the bus stops on a regular basis. The stops should also be sprayed for bugs on a regular basis.
- 3) Add more Orbit buses for popular routes. They are always full in the afternoons."
- 1) More bike lanes on major roads would be great, especially McClintock and Rural north of baseline. The number of barriers to north-south travel (especially the railroad tracks) make it impossible to truly traverse the city without resorting to major roads, and riding in the right hand lane or on sidewalks is not safe, and every cyclist I know has had a lot of close calls doing either.
- 2) More frequent, faster, & later bus schedules. It takes too long to get anywhere by bus. In fact, I get almost anywhere faster by bike than bus.

- 3) Better scheduling on traffic lights at minor intersections. It's annoying, time consuming, and a waste of gas when driving to stop every half mile for red lights, and it's also annoying for pedestrians and cyclists to be stuck waiting on lights when there's little to no cross traffic. I understand this is not a trivial problem to solve, but it would be great if someone could."
- I wish that there were better bike lanes along Mill (especially where it crosses over the 60, since the bike lane just disappears for that stretch and then reappears). It is dangerous for cyclists, since, suddenly, there is no longer a bike lane, and you are left in the middle of traffic on a busy road. I also think that there needs to be the installation of bike lanes along Rural and Broadway. Both of the major streets are frequented by many university students, many who do not have cars since they are the main areas for grocery stores and other services. I am always forced to ride on the sidewalk, and I do not think that this is a good, since the sidewalk often has pedestrians on it waiting for the bus and such. "
 - 1. More bike lanes
2. Less bumpy roads
3. Branching out of the light rail so it accesses more areas of Tempe"
 - I would add a bike lane on Rural Rd from at least Baseline to Rio Salado. I would add a bike lane on McClintock from Baseline to Tempe Marketplace. I would love to see protected bike lanes added that separate the bikes from cars. There are a few implementations of this like Portland's Blue Bike Lanes, bike lanes to the right of parked cars, and bike lanes with concrete dividers between.
 - 1. More bike lanes
2. More bike lanes
3. More bike lanes
 - If the city does not have this message, they should understand what nearly every city is doing. That is enhancing public transportation and encouraging more bicycling. Ride to work, etc. but in Tempe this requires more bike lanes. The city needs a Council appointed bicycle study and advocacy group to make recommendations to the transportation group"
 - 1. More bike lanes in areas with bumpy sidewalks. (example: Elliot Road, Rural, or Broadway)
2. Smoother sidewalks along high-traffic roads
3. More accurate bus times (Metro Valley)"
Better parking options!
 - 1) Make it easier for bikes and pedestrians to cross freeways and railroads (particularly at Alameda, Dorsey, Mill, McClintock, and the path system).
2) Increase bus frequencies.
3) Make intersections and street crossings safer for bikes and pedestrians."
 - 1) more bike lanes
2) more red light and speeding cameras
3) more traffic calming, more diverters, more bumpouts"
Improved Bike Lanes x3
 - The single ride fair for METRO Valley Buses or Light Rail is \$1.75 which is too much. It should be reduced to \$0.50 or \$1 max. This way more people can ride the bus. The ASU UPasses are very expensive now (\$150) and not every student at ASU can buy them.
Safer bike transportation, extended light rail service (north south), extended Orbit service.
 - More bike paths
More Orbit routes (and every 15 minutes)

Safer bike paths (separate from street by curbing, landscaping, etc.)"

- Remove the speed humps, which delay emergency response, are dangerous to cyclists, damage vehicles, distract drivers from watching for the real hazards on the road, etc., while increasing the peak speeds on the roads where they are installed as motorists drive faster to make up for lost time. Do your research, Tempe! Traffic study after traffic study shows that speed humps solve no problems and create a plethora of unacceptable side effects, including liability to the city.
 - Need more bicycle lanes.
 - Need more light rail/streetcar routes.
 - 1. The public transportation system needs to be more accessible with times, locations, etc. My suggestion for this is to embrace the 21st century and make a app for smartphones that tell the live schedules, give updates (i.e. behind schedule, etc.), show locations and be able to map it with current locations.
 - 2. Parking is impossible! There needs to be more FREE public parking places.
 - 3. Make bicycling more safe! The roads are too small to share it with cars. In order for me to want to ride my bike in a bike lane, it needs to be safe. I would not ride my bike down University Drive simply because the traffic is not safe! If bicycling is the direction that the City of Tempe wants to go, they need to get rid of car lanes."
 - establish car free pedestrian zone on Mill Ave.
add new bike lanes
develop safe bike lanes"
 - 1. Bike Lines/Lanes on Campus
 - 2. More trails around city
 - 3. Traffic build up"
 - Dedicated bike lanes, clarity of the orbit route.
 - 1) Why are there so many bus stops? There are 6 on Kyrene between Warner and Elliot. If you reduced # of stops, could buses run faster? Due to that, could they then run slightly more often? Why can't they be every half mile?
 - 2) That street car line is dumb. Run LightRail or BRT up Rural from Intel to Scottsdale Mall. (I guess it's too late)
 - 3) Improve bike routes for the novice/casual rider and those <10 and >65. Concentrate not only on making sure you can go a long way, but also on making sure you can actually get ALL the way to where you want to go. (The last half mile from the mid block arterial to the arterial intersections is always the worst part of rides for my family)"
 - More bike lanes around Tempe and especially around ASU.
 - Personally, I'd like a speed bump on my street. People use Erie to cut from Mill Ave to College Ave on a daily basis and drive recklessly past my house.
I'd like wider bike lanes that are well marked (white lines and reflectors). More share the road signs, and bike warning signs around Tempe would also be good. People do not check their blind spots for bikes.
- Finally, it would be really helpful if the Orbit ran past 10pm on Thursdays, Fridays, and Saturdays. I frequently try to take the Orbit down to Mill Ave or around town, but I can't take it back home because it stops at 10pm. Events on Mill (for example, shows at Gammage), dinner, drinks with friends, frequently go past 10pm. Public transportation late at night is not an option

because the Orbit stops, and the light rail doesn't go anywhere that helps me. If the Orbit ran until midnight, I would use it a lot more."

- See inputs, ideas, and comments above. Public transportation to/in South Tempe isn't the greatest.
- 1. More bike lanes (dedicated bikes lanes on Rural from Baseline to University, and on McClintock, from Baseline to Tempe Marketplace.)
2. Larger bike lanes
3. Public awareness about bike travel and safety"
- More bike lanes- or education on how to share the road
Quiet those busses down! The busses are very loud and so are people that hang around the stops.
Orbit busses bigger- most of the time I have to ride them it is during rush hour and they are packed. "
- Honestly, I love living in Tempe and the wonderful public transportation options it provides. I would just ask that you continue to make it bike friendly. Let's beat Tucson and make this city and its neighboring Phoenix the BEST, FRIENDLIEST BIKE city ever. Also, let's extend the lightrail to the East valley!
Maintain Orbit and public transportation.
Traffic safety for biking and walking, crosswalks and more landscaping on sidewalks on some streets to separate cars from people walking and biking
More Shade, esp in sidewalk areas and bike areas narrowing some of our big streets to make this city work like one.
Attention to air quality, too. Some of the same things help w this and the Heat island and shade."
More bike lanes, more walkability, people over cars.
Convenience, timeliness, and accessibility of the light rail
- (1)Convenience - add more stations and lines that branch off of the current, single line
(2) Timeliness - build the light rail or another mode of mass transit to travel above ground in places to avoid heavy traffic areas that slow its pace and that of cars
(3) Accessibilty - to incentivize against the use of cars, the light rail route should go by movie theaters, shopping areas, a southern point of ASU campus, etc."
- Make Valley Metro free within
Better lighting for walking paths
More bike lanes (esp on Rural Road etc.)"
More cycling aware motorists
More 'SHARE THE ROAD' signs
More bike lanes!"
- 1. Get rid of the no righ on red on the freeway off ramp - improve offramp visibility when possible.
2. Ensure alternate transportation safety at overpasses. "
- 1. Bike lanes protected from car lanes, ie. more closely associated with pedestrian lanes.
2. More shade.
3. A bus route from ASU to the Tempe Public Library."
- 1. Too many street lanes makes things farther away and decrease the sense of community. I would go for less lanes in the city planning.

- 2. I would increase the number of dedicated bike lanes for safety purposes
- 3. Buses should be more reliable, they are not as timely as I expected."
- 1) More bike lanes with a boundary between bikes and cars. I do ride my bike and want to ride it more, with my family including young kids. It's clearly dangerous to ride with cars zooming within a few feet of my line. If there was a clear boundary between car lanes and bike lanes it would make riding a bike, much safer. As it stands, I mostly ride sidewalks even when a bike lane is present.
- 2) I would love to see better access to light rail. We have it connecting downtown Tempe and downtown Phoenix. But these locations are rarely my starting point or ending point. Would love to see a track going north, far into Scottsdale (where I happen to work) and all the way into Mesa.
- 3) I would love to see more frequent bus routes where the schedule was easily known. I never ride the bus, mostly because if I have to make a single transfer it becomes far less convenient than a car. And I own a car."
- Currently I feel it is very easy to get around Tempe and especially appreciate the Orbit system. However, if the new buses are here to stay, which I experienced today, my satisfaction level and ability to trust the bus system to reliably get me from my home to work will be greatly diminished.
- 1. Medians and proper bike lanes on Hardy between University and Broadway,
- 2. More bike lanes and medians north of Baseline,
- 3. More dedicated bike lanes on Rural from Baseline to University and to Tempe Marketplace
- Other ideas - A walk way or pedestrian bridge on Mill and Broadway would be good. There are so many high school students being shoved around from corner to corner coming off the buses-- very dangerous! Plus it is stressful to see our city doing so little for our children's safety. I imagine others have raised these concerns, but I see it twice a day five days a week on my commute to and from work and there are no school cross walks or any other safety features in place to protect these large groups of students who arrive and depart daily on the public bus system. They run across Broadway to the Walgreens and run across Mill Ave to catch the buses. I will make an effort to get involved and ask our council what has been happening in this congested area recently and if they are even aware of it.
- 1. Better connections between the western canal path and major bicycle routes such as college, or hardy.
- A comprehensive path would serve as a north/south bicycle boulevard and open up cycling as a legitimate form of transportation for many citizens of Tempe.
- 2. Zoning or development programs that support business located adjacent to and serving the users of multi-use paths.
- In addition to adding utility and value to path system, such programs could also support infill initiatives, raise property values and generally enrich the community.
- 3. Improved pavement conditions in bike lanes.
- Far too often bike lanes are poorly maintained. Large cracks and pot holes make some of the bicycle lanes in Tempe legitimately dangerous to use.
- More bike friendly streets
- 1. Enforcement of traffic laws: speeding, inattentive driving, tailgating, ""buzzing"" (passingly bicycles dangerously closely) in particular. The major reason people give not to bicycle is how cyclists are treated by cars. On almost any non-trivial ride during normal hours (not at 5am), a cyclist will be cut off, buzzed, honked at, tailgated, yelled at, or generally harassed. Doubtlessly,

a relatively few bad actors are responsible for this. A sting operation, as has been done in Texas, with undercover police on bikes, would go a long way towards transforming streets from actively hostile to friendly. Most motorists are friendly, safe, and polite, but without reinforcement of traffic laws, this will continue to degrade over time. Roads in Arizona are fantastic. Tempe should be a top 5 bicycle city -- the only thing holding it back is the illegal, reckless behavior of a minority of motorists.

2. Relatedly, when there is no other way through than an arterial and there is no bike lane, please install Sharrows (shared lane markings indicating where bicycles will and should travel on the road). They're approved by DOT. McClintock is one example where due to the freight train tracks and SRP's power plant, a bicycle would have to go several miles out of its way to get reasonable accommodation.

3. More bike lanes and bike routes. This is far down the list because Tempe has been rocking here, continuously adding canal paths, overpasses, HAWKs, and so on. Still, filling some gaps would go a long way."

- More bike lanes.

Later hours for the Orbits. Continue to expand bike paths. Make more areas pedestrian friendly. More of the round-a-bouts like they have around ASU + public service announcements on how to use them!

Lagging left arrows.

More trains, more trains, more trains. I love them. We are in the middle of the valley. Let other cities pay their part and we can have a train on every major street for all I care. :)

- Bigger bike lanes, PSA for drivers to pay attention to bikers, cops pulling over reckless drivers pulling into the cross-walk, not stopping before turning right on red-lights, etc.
- - More clear bus system (it's very difficult to figure out if you don't use it often)
- - Later light rail hours
- - Safer conditions for biking -- bike lanes on every street, greater awareness of bikers"
- 1. Education for drivers AND bicyclists about sharing the road
- 2. Wider bike lanes, with dividers from the road and better designed bike lanes - have you ever tried to bike down university to rural and your bike lane cuts continues through the right turn lane? It's extremely scary when people don't look on the right and they merge into you to try to get into their right turn lane.
- 3. Make helmets mandatory! "
- 1. Education for drivers AND bicyclists about sharing the road
- 2. Wider bike lanes, with dividers from the road and better designed bike lanes - have you ever tried to bike down university to rural and your bike lane cuts continues through the right turn lane? It's extremely scary when people don't look on the right and they merge into you to try to get into their right turn lane.
- 3. Make helmets mandatory! "

E. Comments received from Tempe Chamber of Commerce November 11, 2014 via email.

The Tempe Chamber has just a few comments on the Transportation Master Plan:

Roadways 2020

- Recommend bus pullouts on BRT routes where lanes are being reduced
- Recommend additional outreach to industrial businesses in the area bordered by Mill and Priest between Broadway and Southern prior to reducing lanes in that area, particularly between Hardy & Priest on Broadway and Southern. Despite outreach efforts, it appears that information did not get to the appropriate contact person. We're concerned with the effects on the movement of product in the area.

Transit 2020:

- Identify BRT on Rural Road

Transit 2040:

- Connect Mesa Riverview with Downtown Tempe